

LUGRIN



A HANDBOOK
OF
VANCOUVER
ISLAND

FOR THE USE OF
SETTLERS AND TOURISTS

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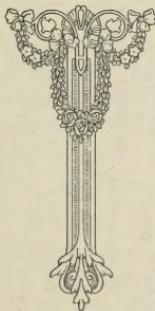
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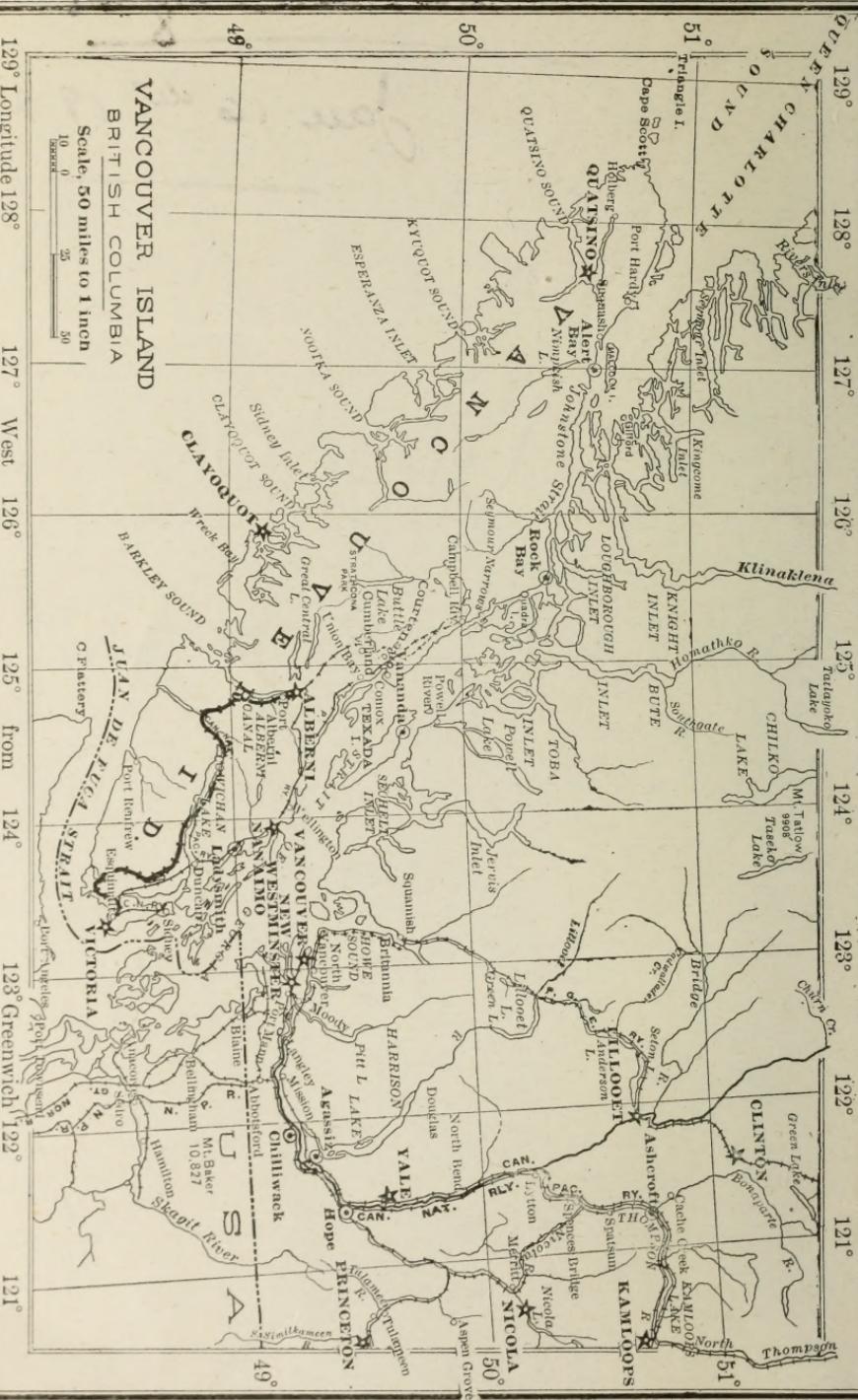
N. deBertrand Lugrin

Jan 16th 1927

A HANDBOOK
OF
VANCOUVER ISLAND
BY
N. deBERTRAND LUGRIN



The author of this Handbook has been greatly assisted in the work by the voluminous notes left by the late C. H. Lugrin, which the latter had intended to incorporate in a book on Vancouver Island. The author also acknowledges the courtesy of the Provincial Department of Education for Map and Cuts.



VANCOUVER ISLAND

An Imperial Frontier

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INSPECTION of a chart or of any map of the world on Mercator's Projection will show that the Pacific Ocean is compassed on the East, North and West by what is practically an unbroken coast-line, beginning at Cape Horn and ending at Singapore. This line extends on the East across 122 deg. of latitude, and on the West across 67 deg. a distance equal to more than half-way round the globe. But this coast-line in addition to crossing 189 deg. of latitude, crosses about 180 deg. of longitude, and its actual length, disregarding all but the major sinuosities, is approximately 18,000 miles. Of this immense coast-line, which if the secondary sinuosities were taken into account, and the minor ones ignored, would be equal to the circumference of the Globe at the Equator, the six degrees of latitude, or approximately 400 miles which form the Western Coast of Canada are the only part which, with the exception of the little island of Hong Kong, and Singapore forms a part of the British Empire, AND OF THIS 400 MILES VANCOUVER ISLAND OCCUPIES ONE-HALF. It is no exaggeration to claim that this Island is among the more vital parts of the Imperial chain, which British enterprise has established around the globe, and which it ought to be the aim of every person calling himself British to maintain unbroken.

The history of Vancouver Island begins with the discovery in 1592 of the Strait of Juan de Fuca, at the entrance to the Straits of Georgia, between Vancouver Island and the British Columbia mainland, by a Greek navigator, Apostolos Valerianos, who thought that he had found the western extremity of the long-sought route to the Indies, a point upon which Captain Meares, who visited the Strait nearly two centuries later, was very much inclined to agree with him.

For about one hundred and fifty years or until the voyage of Captain Cook in 1778, there is a hiatus in the records of discovery and exploration in this part of the world except for the voyages of the Spaniards Bodega and Heceta; and even Captain Cook, commissioned by the British Government to examine the coast from forty-five degrees north to the Arctic, sailing past the opening to the straits on a misty day in a storm, declared there was no such waterway, and went north to Nootka, which he discovered and named, also Prince William Sound and Cook's Inlet.

In 1787 Captain Barkley re-discovered the Strait of Juan de Fuca and in 1788 Captain John Meares, commanding an expedition from China, visited the coast and established a fur-trading post at Nootka, which was shortly afterwards raided and confiscated by the Spaniards, who claimed

exclusive sovereignty in the western seas. England demanded a settlement from Spain, as Meares was a British subject, and claims were settled in 1795 by Spain paying an indemnity and making restitution of British rights and property under the terms of the Nootka Convention.

In 1792 Captain George Vancouver arrived at Nootka to see this settlement carried into effect, he being the representative of the British Government, and Captain Quadra representing Spain. It was Vancouver who spent three years in carrying out a most thorough and comprehensive survey of adjacent coasts.

The period between 1795, after the abandonment of Nootka, and 1818, is marked only by the arrival of trading vessels, and up to 1858 the history of the coast is the history of the North West and Hudson's Bay Companies.

It was during the period of the Hudson's Bay Company's rule that the "Beaver" the first steamship to enter the western ocean arrived in 1835; and in 1843, on account of the dispute over the International Boundary, the Hudson's Bay Fort, at Vancouver on the Columbia River, was moved to Victoria, Vancouver Island. The site for the city was chosen by Sir James Douglas, who afterward became Governor of British Columbia.

In 1849 Vancouver Island was proclaimed a British Colony, and in 1856 was held the first Legislative Assembly.

Two years later began the great gold rush to British Columbia, gold having been discovered in the Cariboo District. Thousands of people flocked to Victoria to outfit, which became a vast city of tents, but which grew rapidly under this more or less transitory population.

1866 saw the Union of Vancouver Island and British Columbia, and in 1870 British Columbia entered Confederation. In 1885 Vancouver Island was linked up with Eastern Canada by the completion of the Canadian Pacific Railway.

In a supreme sense Vancouver Island is an outpost of Empire. While we hold it, the position of the British peoples on the Pacific Ocean can never be successfully challenged; if we should lose it, that position could never be sustained. IN THE YEARS TO COME SUPREMACY ON THIS OCEAN WILL MEAN WORLD SUPREMACY. The centre of the world's activities is shifting. The problems of world politics will no longer be settled only on European battle-fields or on the narrow waters of the North Sea or the Mediterranean. A half century ago William H. Seward, Secretary of State of the United States, defending the purchase of Alaska, said, "The greatest triumphs of mankind will be won on the greatest of oceans." Few people, and British public men least of all, appreciated the foresight of this statesman. If those who at that time controlled British policy, had realized what Alaska meant, the Russian offer of sale would not have been rejected by Downing Street, and that great and rich area of half a million square miles would now form part of the Dominion of Canada. To say this is not to suggest any danger of Vancouver Island passing from under the Union Jack. Happily that is to the highest degree improbable. The reason of the reference to Alaska is to emphasize the necessity of

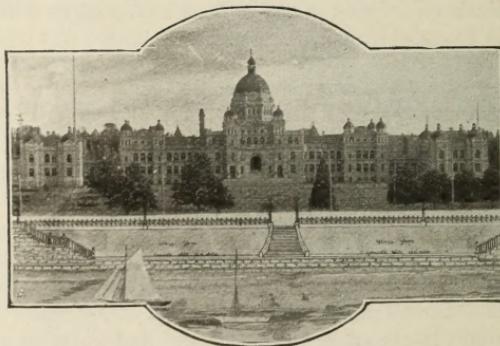
the British people being brought to realize the immeasurable value to the Empire of the part of the Canadian western coast-line now under consideration. It is not sufficient that this Island shall remain British territory. It must be developed and occupied by British people. It must be connected closely as possible with the Canadian continental railway system. It must be made a British stronghold, where no enemy can gain a footing. It must be the headquarters of a powerful navy. Nature designed it for an Imperial Outpost, for a protection and defense for routes of trade, and the warden of the great granaries of the Canadian Prairies.

Fortunately it is an Island with most of its resources and advantages yet to be developed. It is almost, as yet, a virgin field for the application of the principles which ought to govern the material and practical side of Imperial polities. In the vastness of Canada, its fifteen thousand square miles seem almost negligible; but, as a part of the Empire, the more it is understood the greater its value is seen to be. In British hands and properly utilized, it will safeguard the whole Western coast of Canada with the railway terminals now or hereafter to be established there. It can also be used to protect the terminals of the Northern railway systems of the United States.

We are hopeful of a period of prolonged peace now that the war is over, but events have shown us that there are certain fundamental precautions which the Empire may not neglect. One of them is the maximum development of those resources and geographical advantages which nature has been so lavish in bestowing upon Vancouver Island.

On the south-western side of the Pacific Ocean lies the great Commonwealth of Australia, separated from Vancouver Island by approximately 6,700 miles of ocean. Relatively near Australia is the noble Dominion of New Zealand. British commercial supremacy on the greatest of oceans will depend very largely upon the manner in which these parts of the Empire are developed and knit together commercially and politically. The British are "a nation of shop-keepers" as Napoleon said. Great as their achievements in art, science, literature and war, the strength of the Empire depends after all upon its commercial supremacy. The binding power of sentiment is stronger than all else, and unity of sentiment can best be strengthened by a community of interests. Hence the necessity of co-ordinating the policies of the several constituent parts of the Empire, so that they may advance toward an ideal in which perfect harmony and a developed plan of mutual assistance will be the dominant features. The Empire was not made in a day, neither can it be successfully re-created by a conference, but each self-governing part of it should now begin to shape its politics so as to attain a singleness of purpose and principle. The importance of Vancouver Island in an Imperial sense can only be fully appreciated by those who have learned to look upon the Empire as a whole; who accustom themselves to think of it, not as a congeries of separate peoples and governments widely divided, but as a great family united by the oceans. The British people are beginning to look farther afield than the North Sea and the Mediterranean. Events are moving so rapidly

that it is difficult to keep abreast with them. We have emerged from the war for supremacy in Europe to a great commercial struggle for supremacy on the Western Ocean, the arena whereon the youngest peoples are to be brought into fierce competition with the older races, who, after centuries of rest have awakened to play their part in the greatest of the world dramas. Every phase therefore, geographical, commercial, naval or military of the problems presented by the Pacific Ocean, must be considered by the British people, who, if they are to maintain their hard-won prestige, must put forth their best efforts in every line, to turn to the best possible advantage what our forefathers won for us in this vast field of human activity.



Parliament Buildings, Victoria, B.C.

AGRICULTURE

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VANCOUVER ISLAND has an estimated area of 15,000 square miles but in this are included the numerous small islands lying near its shore, and having an aggregate area of perhaps 1,000 square miles. From Cape Commerell, the most northerly point on the Island to the Race, its southern extremity, is 270 statute miles. Its greatest width is 86 miles: Its least width is nine miles. Its circuit is approximately 610 miles, but its coast line, measuring all its sinuosities is about 7,000 miles. No part of the Island is more than 20 miles from the sea.

Practically everywhere below the snow-line, except where the land has been cleared for settlement or cultivation, the whole Island is covered with a dense forest growth. Of the 7,000 miles of coast line mentioned, fully 5,000 are on the western shore, and of the uncounted islands and islets

which fringe the shore, by far the larger number are also on the west coast.



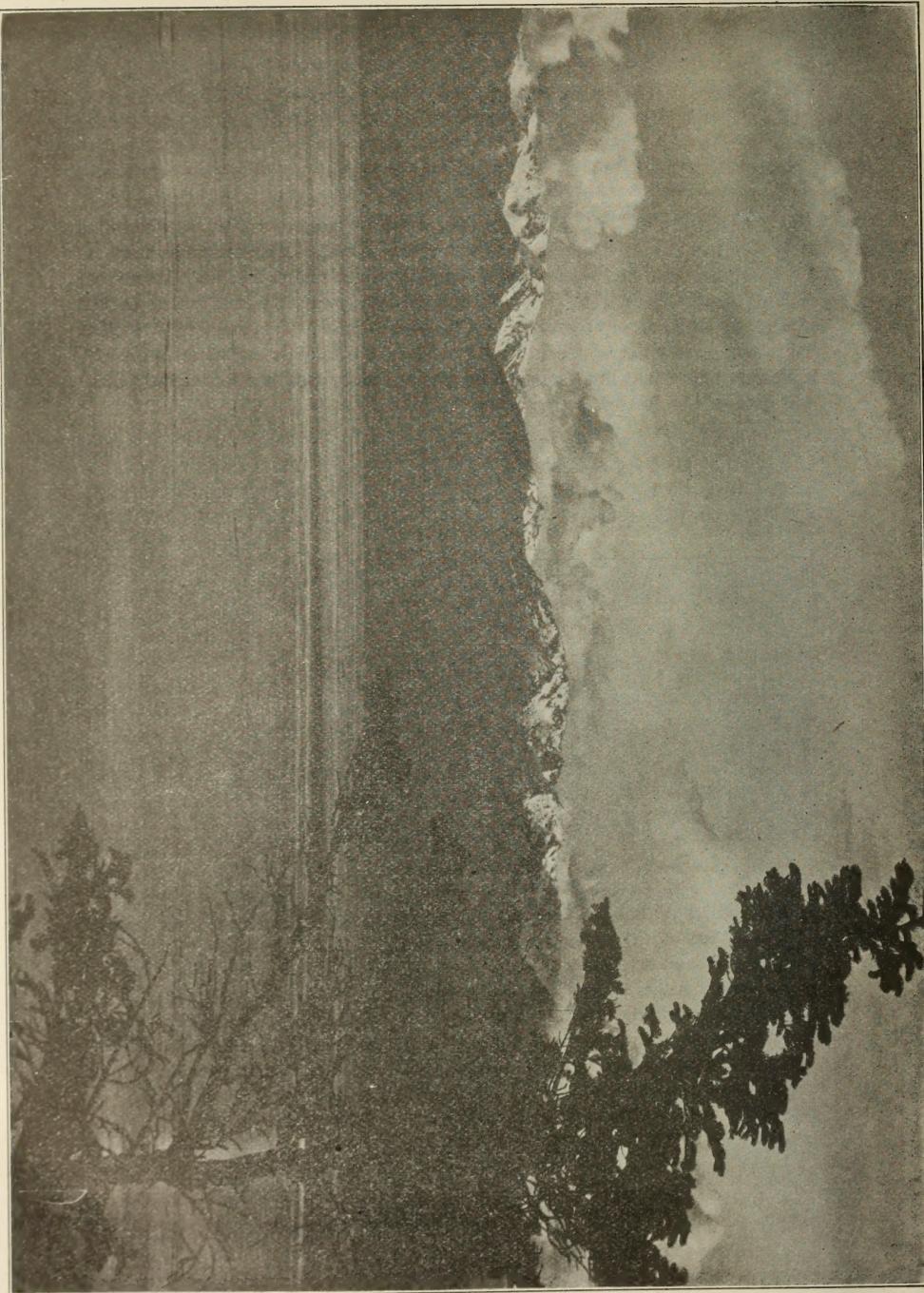
Harvesting on Vancouver Island

Vancouver Island is geologically a part of the continent; that is, it lies upon what is known as the "continental shelf" or that part of the sea-

bottom which is within the 100 fathom line. The Island appears to be part of a mountain chain, which forms the coast range in the State of Washington, the islands of the Queen Charlotte group, and Baranoff Island in the Alaskan Archipelago, the whole chain having been submerged in some remote period of the world's history. During the later geological periods the processes of Nature have filled the valleys and clothed the lower slopes of the mountains with fertile soil. These elevations add greatly to the scenic attractiveness of the Island. Some of them carry perennial burdens of snow, and there are many glaciers of noble size.

Vancouver Island has been compared to Great Britain in the variety of its resources, but the resemblance is more apparent than real, for the Island is unique in many respects. The similarity between the two Islands is marked, but on the whole that of Vancouver Island is the more genial. The explanation generally given for the mildness of this part of the continent is that it is due to Kiro Siwo, or the Japanese current. Another

THE OLYMPICS SEEN FROM VICTORIA, B. C.



factor is the prevalence of south-westerly winds. But whatever the cause the fact remains that there is no very warm or very cold weather on Vancouver Island. Snow is not uncommon, but rarely remains on the ground for any length of time, while in the southerly portions, many winters pass without any snow at all. In common with the other parts of the Pacific north-west, there are no thunderstorms, while hurricanes and other extremities of weather are unknown.

The western side of the Island has a much greater precipitation than the eastern, and the northern than the southern. There is less precipitation in the immediate vicinity of Victoria than in any other part of Canada, and at some points on the west coast there is at least as much as anywhere else in the Dominion. These variations are due to the mountain ranges on the Island, and on the adjacent mainland. Taking the Island as a whole, however, the climate very nearly approaches the ideal.

An area in which there is so great a diversity of elevation, and such wide difference in the matter of rainfall, cannot easily be described in a single sentence.

As a general proposition the soil is very fertile, and this fertility extends to a considerable elevation above the level of the sea. It would be manifestly unwise to state with any pretence of certainty how large a proportion



Sheep raising pays on Vancouver Island

of the 10,000,000 acres contained in the Island may prove to be tillable profitably. The most that can be said is that the known area is very large. The difficulties in the way of clearing heavily timbered land are undoubtedly serious, although they are frequently exaggerated. The cost of clearing a small area is comparatively more than that of clearing a hundred acres or more. Timber land cannot be cleared at the present price of powder and other essentials for less than \$300 per acre, though alder bottom and other lightly timbered land can be cleared for very much less.

When once the soil has been brought under tillage it will yield good and often exceptionally luxuriant crops of every kind of farm produce grown in the Temperate Zone. For grains and grasses, large and small fruits, root crops and vegetables generally, it is exceedingly well adapted. Its natural pasturage is good for cattle and especially so for sheep. Hogs thrive on the ferns, pea-vine and other forest growth. A long season of open weather reduces the housing of stock to a minimum, and the absence of extreme cold lightens the poultry bill. In the south-eastern part of

the Island, precipitation as has been said, is low, but there is abundant water which can be made available for irrigation, and there is probably no part of the world where heavier crops can be grown under irrigation than here. Seven and a half tons of clover to the acre in three cuttings under irrigation without fertilization is the record of one farm. Elsewhere on the Island the precipitation is ample.

Although in a sense farming is still in its infancy on the Island, what has been done in this direction shows most excellent results. Speaking broadly, intensive methods have been found to pay best, and the effort ought to be to farm a small area effectively rather than a large one superficially. This rule as to small areas is not of universal applicability, but for the man of small means and the average run of new settlers who expect to make a living on the land, it is the best to follow.

Forty acres is sufficient for most men to undertake to farm; but many persons can make a good living on from five to ten acres.

Independence is possible to the farmer in this favoured land because so much that he

requires can be raised at home by a very moderate expenditure of effort. As has been said the Island will produce anything except tropical fruits. It yields luxuriantly apples, pears, peaches, plums, prunes, grapes,

cherries, berries of all kinds, and even melons have been successfully grown. Two crops of strawberries a season are not uncommon, and the ever-bearing variety is cultivated to an extent to keep the local market supplied for six months in the year. The southern part of the Island, and the adjacent islands are especially adapted to seed-growing, and farmers are encouraged to set out a part of their acreage at least in a seed plantation. Poultry farming on a large and small scale has been shown to be profitable, and one factor is the mildness of the winters. In no part of the Island is it necessary to house fowls during the winter. Vancouver Island strawberries and loganberries are becoming famous all over America, and not long ago some Italian vine-growers pronounced the southern end of the Island admirably adapted for the cultivation of grapes to be made into wine. English walnuts are grown in some districts, and even figs and tea plants have been raised out of doors. As settlement expands, and its other resources are developed, Vancouver Island will become, so far as a large part of it is concerned, a veritable fruit garden.

Now in regard to that part of the Island which is adapted for agricultural purposes, present observations indicate that the country along the



Strawberry pickers at work

southern and eastern coasts consists of comparatively level areas, while the interior is broken by mountains and thickly wooded valleys. Along the north-east, the north-west and the northern coasts are low-lying areas which, with dyking and draining could be rendered excellent for dairy farming and stock-raising; while further inland in these sections on the low hill slopes vegetables and fruits of all kinds would thrive. Timber cruisers, hunters and trappers report rich and extensive valleys in certain interior sections which have not as yet been opened up.

The soil on the higher levels is a red-gravelly loam, while that on the bottom lands is largely a rich, dark loam, and in some localities clay loam, all underlain with clay.

Beginning with the south end of the Island we shall first consider
SAANICH PENINSULA.

This Peninsula is really, geographically speaking, that part of the Island which lies east of Victoria Arm, Finlayson Inlet and Saanich Arm. It is about 22 miles long and has an average width of perhaps six miles.

Its area is probably under 90,000 acres, and out of this must be taken Victoria and its suburbs. Substantially the whole of this Peninsula can be utilized for cultivation and pasture, and it produces the finest strawberries in the world; while other fruits, such as



An Apple Orchard

loganberries, Himalaya blackberries, cherries and plums are as good as can be found anywhere. Dairying is carried on very successfully, there being some magnificent farms with prize herds. Poultry raising is also a feature of Saanich agriculture, and there are some good apiaries. The population is nearly 10,000.

The Saanich District has an excellent system of roads, nearly fifty miles of which are paved. In the southern portion of the municipality of Saanich there is an extensive waterworks system, and this is being extended. When it is possible to bring the whole district under irrigation as is planned, it will convert this section into an ever-bearing orchard and garden. The Saanich District is particularly favoured climatically and scenically, and its proximity to Victoria is a great advantage.

SOOKE

On the south-east coast of the Island is the District of Sooke, situated twenty miles from Victoria on both sides of a beautiful harbour, the water frontage of which alone is some fifteen miles in length, that of the Sooke

River six miles, and that of the Strait of Juan de Fuca, extending from Company Point to the Jordan River, about twenty miles, all admitting of settlement to the water's edge. Excellent opportunities are offered for fruit-growing, poultry-raising and garden produce. Suitable tracts of land may also be obtained for sheep-raising, hog-rearing and dairying.

Fine sport is enjoyed in this district; trout-fishing, salmon-trolling, crab-fishing (Sooke crabs are famous), deer-hunting, duck-shooting, while grouse, pheasant and quail may all be had within easy reach.

The Canadian National Railway serves this district, and there are motor stage services as well.

METCHOSIN

This District extends from the south-west boundary of the Esquimalt Municipality, and includes Colwood, Langford, Luxton, Happy Valley, Metchosin and Rocky Point.

These divisions are all adapted for the raising of fruit, nuts, general garden produce and poultry, and are particularly suitable for the raising of sheep in some of the rougher, more hilly sections.

The climate and rainfall are practically the same as Victoria, but as the soil conditions vary considerably, and much of the land is broken and rocky, it is well for all intending settlers to seek the advice of the Agricultural Association before purchasing. There is plenty of good land, however and it is reasonably priced.

The roads are good, and the Canadian National Railway serves the district.

COWICHAN DISTRICT

Cowichan Valley is situated on the eastern slope of Vancouver Island, and generally speaking, it includes all of the country, lying between and including Chemainus on the north and Shawnigan Lake on the south, and all the region drained by the Cowichan River, as well as that drained by the Chemainus and Koksilah Rivers.

The valley is very extensive and diversified, being hill and valley land; but even on the more rugged portions there are numerous grassy glades, and glens which will in time produce the finest fruit, if properly utilized. Cowichan Lake is the largest and deepest lake on Vancouver Island, being twenty-two miles long.



A Poultry Farm

This district is especially adapted for dairy farming, and does a large business in butter making, the Cowichan Creamery Butter having made the district famous, carrying off medals as the best creamery product in B.C. It is also the home of the largest commercial egg farm in western Canada. Another Cowichan industry which holds first place in the Dominion is that of seed-growing, in which sweet-pea seeds are specialized. Great crops of ensilage corn are grown, twenty tons of which can be secured to the acre. The land bordering on the large lakes, Cowichan, Shawnigan, Quamichan and Somenos, is splendidly adapted for fruit-growing.

This district is served by the Canadian Pacific and the Canadian National Railways.

NANAIMO DISTRICT

The agricultural area directly tributary to Nanaimo is put by Malcolm Sproat at 45,000 acres, but it is probably much larger. Within easy reach of the city there are many small farms which have been successfully worked and several very large ones. The district contains much fine agricultural land which is as yet uncultivated.



Stock Raising on Vancouver Island

a great deal of land suitable for farming purposes. When Union Bay is reached the beginning of an exceptionally fine agricultural district is encountered. This is usually referred to as Comox, but the name properly applies to only a part of that district. There is probably no farming land in North America superior to that of the Comox and Courtenay Valley. It is of a rolling bench character, and lies between the sea and the mountains. It is sixty miles long by about seven miles wide, and while heavily timbered in parts, there are many stretches which can be easily cleared, and there are some splendid farms. Dairying is carried on to a large extent, and the Comox Creamery is the hub of the District, for it not only handles milk and cream, making the latter into butter, but it purchases large stores of flour and feed, an elevator having been recently erected. The elevator has a capacity of six carloads.

Fruit is also successfully grown. Grains of all sorts, particularly oats, are a splendid crop, as are barley and wheat and all kinds of farm produce. Where the soil is too light for growing grain and vegetables it gives good returns in alfalfa, clover, timothy and other grasses.

COMOX DISTRICT

From Nanaimo northward extends a scattered settlement, but there is

The Comox Valley is intersected by rivers and creeks, some of them, as for instance the Courtenay River, capable of producing fine water power.

The district is served by the Canadian Pacific Railway.

SAYWARD DISTRICT

Above the Comox District in the valley of the Salmon River is the district of Sayward, distant about 200 miles from Victoria, and 130 miles from Vancouver City. This district is only just becoming known as a fine agricultural area. There are about 40,000 acres of good farming land. The soil is a clay loam or silt. Very fine fruit is grown here and splendid grains, while the hay crop is most luxuriant, yielding four tons to the acre. The Salmon, the White River and the Mamekay River water this district, and the two former abound in fish. Barely the beginning of farming has been done in this part of the Island which is one of the richest agricultural districts.

RENFREW DISTRICT

On the west coast of the Island, beginning at the south, just above the Sooke District is the district known as Renfrew. This is watered by the San Juan River which broadens out at its mouth into a magnificent harbour lying open to the broad Pacific. The San Juan Valley slopes gently toward the coast, and can easily be cleared and drained. The soil is a rich dark loam, irrigated by mountain streams. The valley of the San Juan feels the full effect of the Chinook wind in the winter, and in the summer the south-west wind tempers the heat. Generally speaking this fertile valley remains as nature first fashioned it, and awaits the building of good roads before it is accessible to the settler.



Farm Scene on Vancouver Island

THE ALBERNI AND CLAYOQUOT DISTRICTS

Most people have not been accustomed to think of the west coast in connection with agriculture. It is rockbound, and while exceedingly attractive from a scenic point of view, and while giving many evidences of being richly mineralized, it has not appealed to persons as likely to become of any considerable interest to the farmer. Yet recent investigation has shown that there are many thousands of acres of arable land to be found along this coast and running inland. There is an area just northwest of Barkley Sound, beginning at Amphitrite Point on the south and extending to Cox Point on the north where surveyors' notes tell us that there are 30,000 acres of agricultural land. Others who have examined

this tract claim that the arable lands extend much farther inland than the surveyors went, possibly nearly all the way to Kennedy Lake, and that it is perhaps no exaggeration to place the fertile area at 100,000 acres. The quality of the soil has been abundantly demonstrated by actual cultivation. Connection can be made between this tract of land and Alberni, by way of Kennedy and Sproat Lakes on the shores of which there is some arable land.

At Alberni we have one of the finest arable districts in the Province. It extends from the head of the Canal for a long distance. There is said to be very little interruption from the head to Comox Lake which in a straight line is about twenty-five miles. The area already cultivated around Alberni demonstrates the great value of this valley for fruit-growing and general farming.

CLAYOQUOT

Lying north of Alberni on the west coast is the district of Clayoquot. There has been very little done in the way of farming in this section, but



A Vancouver Island Fruit Farm

some 19,000 acres of land have been surveyed by the government for agricultural purposes. Besides this there are perhaps three or four thousand acres which may be considered as excellent for dairy farming. Vegetables of all kinds

could be successfully grown here, as well as deciduous fruits and berries. A large tract of land is particularly adapted for cranberry culture.

NOOTKA

Nootka Island and district is one of the most interesting places from an historical point of view to be found in the west, it having been the stage for the earliest scenes in the history of British Columbia. Its scenery is probably the most beautiful along this rugged coast. Its numerous rivers and fresh water lakes easily accessible from the Sound, afford sport for hunters and fishermen. The country is covered for the most part by a dense growth of timber. From the Nootka marble quarries the Sound extends to the north-west about twenty-five miles, under the name of Tahsis Channel, opening into a navigable channel which passes through picturesque scenery to the ocean, on the way to Kyoquot Sound.

QUATSINO, SAN JOSEF VALLEY, CAPE SCOTT

Settlements at the north-west of Vancouver Island include Quatsino, San Josef Valley and Cape Scott. These are agricultural settlements and

are situated between 50 and 60 deg. the same latitude as Paris and Berlin. The range of temperature being but small the weather is not subject to great or sudden changes. There is considerable rain in the winter, and during the summer months there is sufficient precipitation to insure a luxuriant growth of grass, clover and vegetables. Outside the bottom lands this tract is rather hilly. The district is drained by several streams of which the San Josef and Spruce River are the largest. The soil is diversified, that on the hills consisting of yellowish, somewhat compact clayey sand, and that of the lowlands being of a peaty character requiring drainage. The higher lands are covered with timber, consisting of spruce, hemlock, balsam, cedar and cypress.

Of the other districts there is not much data to be had relating to agriculture. All of the districts north and north-west are awaiting development which cannot be undertaken until transportation facilities are available. It is therefore sufficient to sum up the foregoing in the following brief resume.

Beginning at Clayoquot Sound on the west coast, and proceeding from thence to Victoria parallel to the shore of the Strait of Juan de Fuca; thence proceeding up the east coast as far as Seymour Narrows, thence by way of the valley of the Salmon River towards the northern end of the Island we have a belt of land which is to a very large extent arable. From Alberni across to Comox there is another area of the same nature, and from Muchalet Lake, which lies inland from Nootka Sound, to the Nimpkish Lake is another. Conservative estimates warrant the general conclusion that the ascertained arable area of Vancouver Island may be placed at approximately 1,000,000 acres.

In the nature of things agricultural development will proceed hand in hand with the development of lumbering, mining and fishing, with an added stimulus due to the fast-growing market for our fruits which can be produced here in such perfection.

It is the endeavour of the Government of British Columbia to promote increased agricultural production by creating conditions which will facilitate the profitable occupation of the arable lands of the Province, and for the purposes mentioned below, will extend loans to bona-fide settlers.

GOVERNMENT LOANS

The acquiring of land for agricultural purpose, and the satisfaction of encumbrances on land used for such purposes:

The clearing of land, draining, dyking, water storage, and irrigation works:

The erection of farm buildings:

The purchase of live stock, merchandise, machinery, and fertilizers:

Discharging liabilities incurred for the improvement and development of land used for agricultural purpose:

Carrying out the objects of any association, subject to approval by Order in Council as provided in the "Land Settlement and Development Act":

As securities for such loans the Government will accept first mortgages upon agricultural lands in the Province as follows:-

- (a.) Land held by indefeasible title registered under the provisions of the "Land Registry Act":
- (b.) Land held by record of pre-emption under the "Land Act":
- (c.) Land held by certificate of purchase on the deferred-payment system under the Land Act."

The loans run from \$250 to \$10,000 and are for either a long-dated or short-dated term. Long-dated loans are for a period of from fifteen to twenty-five years, payable on half-yearly payments on the amortizable plan. Short-dated loans are made for a period of not less than three years, and not more than ten years.

Further particulars may be obtained from Land Settlement Board, Victoria, B. C.



A Cherry Tree on Vancouver Island

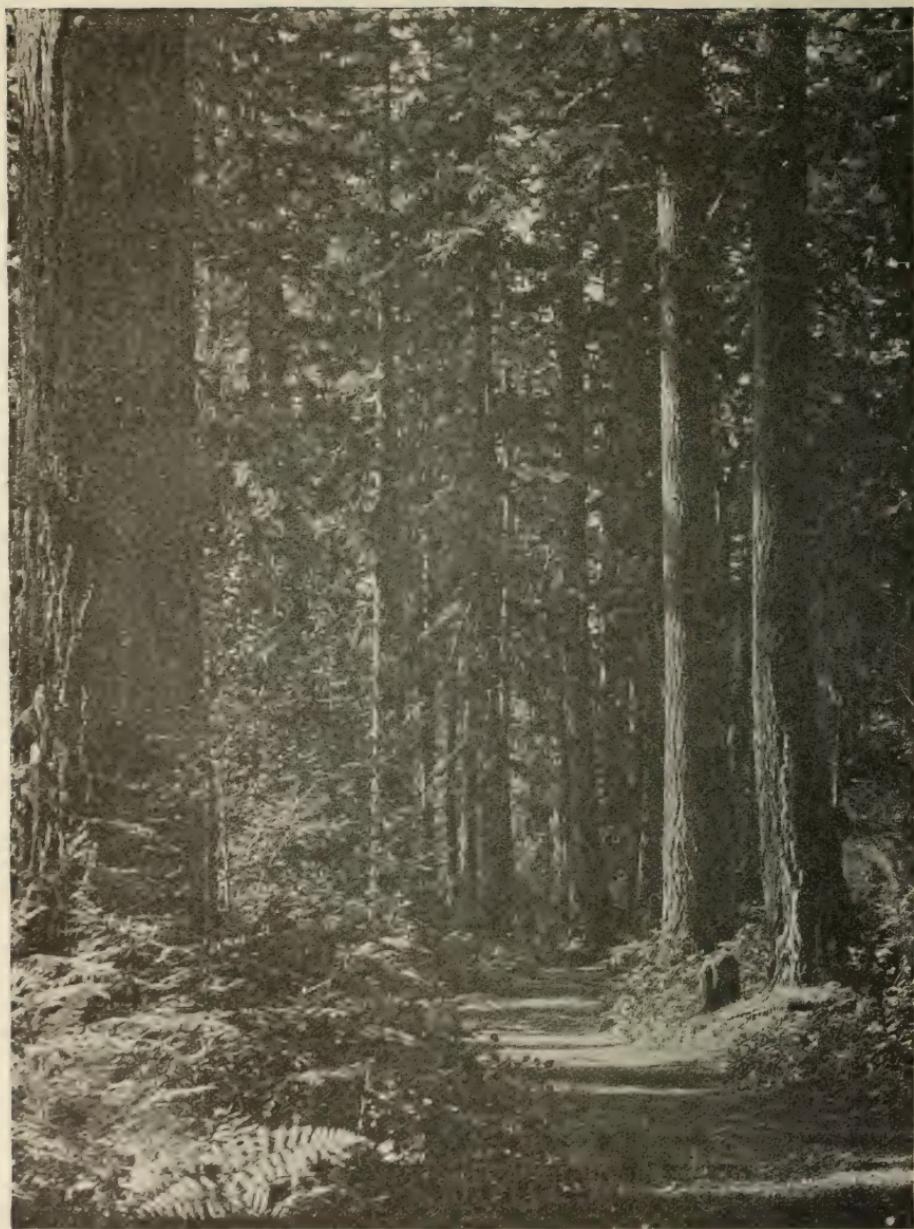
PROVINCIAL TAXATION

Personal property on farms, livestock, machinery and vehicles up to \$1,000 are exempt.

Taxation rates on land and property are; On real property, 1 per cent; personal property, 1 per cent; wild land (unimproved), 5 per cent; coal land being developed, 1 per cent; undeveloped, 4 per cent; timber land, 3 per cent.

The Income Tax is—

Up to and including \$2,000.....	1 per cent
Exceeding \$ 2,000 up to \$ 3,000.....	1½ per cent
Exceeding \$ 3,000 up to \$ 4,000.....	2 per cent
Exceeding \$ 4,000 up to \$ 7,000.....	4 per cent
Exceeding \$10,000 up to \$20,000.....	7½ per cent
Exceeding \$20,000	10 per cent



THE TWILIGHT STILLNESS OF THE TIMBER FOREST

TIMBER

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THE greatest of the visible resources of Vancouver Island is its timber. Its forests are among the finest in the world in respect to the size, stand and economic value of the several varieties of trees.

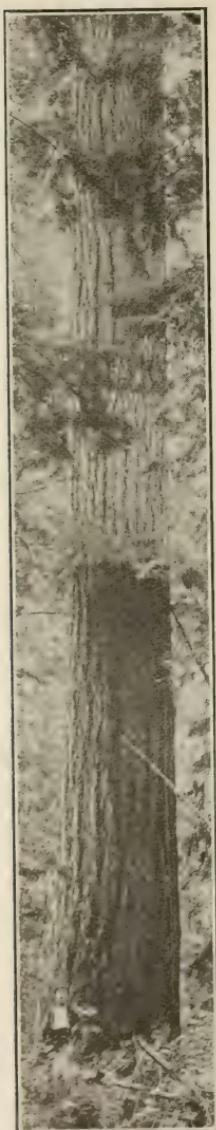
Sometimes the assertion is made that they hold the first place, but it is not necessary to employ in respect to them language that might seem to savour of exaggeration. Generally speaking the whole land surface below the snow-line and excepting the relatively small areas which have been cleared for cultivation, is clad with trees of more or less, but always of considerable commercial value. The chief woods are; Douglas Fir, often referred to as Oregon Pine from the fact that it first became known to the timber trade through exports from the State of Oregon. It is the chief of all the woods of the Pacific Coast of North America. Its habitat extends from Mexico on the south to the northern boundary of British Columbia on the north, or over a range of 1,000,000 square miles. It is unknown east of the Rocky Mountains; Western Red Cedar, Western Hemlock and Silver Spruce. All these are giant timbers. In addition there are various species of Pines, and Balsam Firs, well-adapted and used for commercial purposes, the latter being employed in the manufacture of pulp. Maples and Alders grow to a considerable size, but though useful for certain purposes do not form as yet a part of the commercial output of the mills. The damage done by fire to the Island forests has been relatively small owing to the high general average precipitation, and the density of the foliage which retards evaporation. For this reason and with a well-devised system of conservation and re-forestation, there is no reason why the Vancouver Island forests may not continue forever to be a source of great wealth, giving employment to thousands of men and furnishing cargoes for an important mercantile marine. It is quite true that the larger trees represent in most cases centuries of growth, and therefore their restoration, once they have been cut down is impossible; but successive crops of timber may be cut on and on indefinitely. When the forest has been removed from arable land, it is doubtless more profitable to the community that the area should be prepared for cultivation than that it should be re-forested. But when every allowance has been made for tracts of this character, there remain millions of acres which ought to be maintained as forest reserves and be safeguarded by a wise system of forestry. It is difficult to attempt to make even a rough approximation of the timber now standing on Vancouver Island, but it is perhaps within the mark to say that it is equal to 120,000,000,000 superficial feet, board measure.

As is the case in most parts of America in respect to all natural resources, prodigality has marked the exploitation of timber on Vancouver

Island. In all estimates of the value of the stand of trees even in that just made, no account is taken of wood, which in Europe, or even in any part of America except the Pacific Coast, would be deemed of commercial value.

In years not now far distant this unappreciated growth will be utilized and it will be found to form no small part of the nation's wealth. Lessons in conservation are now being strongly impressed upon the public mind and marked beneficial results are already observable. It cannot be too often repeated that the only permanent source of wealth is the soil. When coal or metalliferous mines are worked out, no known agency can be employed to refill the veins with fuel or ore. Even the harvest of the seas, copious and limitless as it seems to be, may be exhausted in time; in certain varieties of fish signs of exhaustion are now only too apparent. But the soil under conservative and intelligent management can be made to continue year after year to produce foodstuffs or timber without diminution. There are farm lands in Europe that have produced crops ever since pre-historic days, and yet today their fertility is as great and in many cases greater than ever. There are forests which for centuries have contributed in one form or another to the welfare of the people and are yet as vigorous as ever. These conditions may readily be repeated in Vancouver Island, and it is not unreasonable to claim that practically every acre of its area below the snow-line may be kept continuously productive of commodities which will always be in great demand. Climatic conditions make this especially true in respect to the timber supply.

The history of the once heavily timbered areas in the eastern and central parts of the American Continent demonstrate what may be lost by lack of conservation, and shows the extreme importance of regulating the exploitation of existing forest growth and providing for the perpetuation of our timber preserves. The old-time lumberman, and unfortunately the same is true of too many of his present day successors, was accustomed to regard a forest as something out of which he was at liberty to cut the best and leave the rest to decay or become subject to the ravages of fire. The result has been that in many places in the middle Western States, according



The Lordly Cedar

to the United States Bureau of Conservation from fifty to sixty logs must be sawn to produce 1,000 feet of merchantable timber, and yet the land where such poles are now cut once supported heavy forests. No one in the Coast districts of British Columbia or of the States of Washington or

Oregon would apply the term "los" to such sticks as these. They would be regarded as worthless rubbish, not fit even for firewood, and yet this small growth, if protected, would become "merchantable" in the western sense of the term, long before the present stand of forest giants has become exhausted.

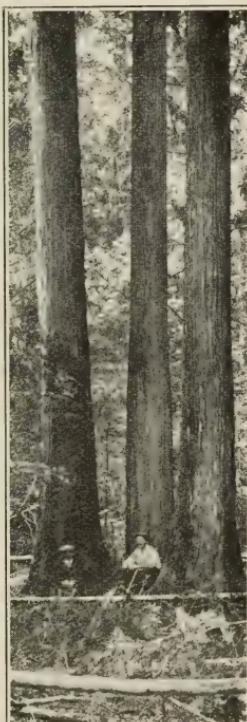
It has been said that half the standing merchantable timber in Canada is in British Columbia and that half of what is in British Columbia is on Vancouver Island. I do not vouch for the truth of this claim, nor can any one else, for it is evident that in our present state of incomplete knowledge of the resources of Canada no one can seriously profess to make such a sweeping statement with confidence in its correctness; but the fact that it has often been made by persons professing to be able to speak with some authority indicates how great the forest resources of the Island are thought to be. Words cannot adequately describe the grandeur of a Vancouver Island forest, where great trees stand thickly, like vast columns, free from branches for perhaps one-hundred feet, and then crowned with foliage so thick as to keep everything beneath it in perpetual shadow. There are places where the observer seems to be surrounded with a Cyclopean palisade.

Nothing but tree-trunks meet the eye in any direction. These wonderful forests must be thought of not as present sources of wealth to be ruthlessly exploited and then abandoned, but as perennial bases for industrial activity. We may make rough estimates of what they contain, but to attempt to fix their value to the present and succeeding generations is beyond the power of calculation.

With these preliminary remarks the nature, uses and stand per acre of the chief wood growing in the Island forests may be considered.

THE DOUGLAS FIR

When it is considered from all the points of view from which structural timber may properly be regarded, the Douglas Fir (The name Douglas applied to this tree is not derived as many suppose from Sir James Douglas, the first governor of British Columbia, but from David Douglas, a Scottish naturalist, born in 1798, who, about the middle of the nineteenth century, was the first person to classify it. The fir is sometimes spoken of as *Pinus Douglassi*) holds the highest place. Other trees may grow to a greater size; other woods may be harder, stronger or more durable or may have certain qualities which especially distinguish them or adapt them to certain purposes, but for the variety of uses to which it may be applied with the



Three Brothers

best results, it stands unrivalled. It is found nowhere else as a commercial wood than in Western North America. (A dwarf species is found in Siberia). It is the lightest wood in the world for its strength that is procurable in commercial sizes and quantities. It is moderately hard yet easily worked. It is tough, resilient and durable. It varies in color and texture according as it is the result of slow or rapid growth. The former is fairly soft, fine and of a light yellow colour; the latter is harder, coarser and of a reddish brown colour. It holds nails well. It is practically impervious to water. It takes stain or colour remarkably well, and when sawn tangentially to the grain (slash-grain is the commercial term), it shows very beautiful markings which make it a favourite wood for interior finish and furniture. It makes excellent staves for water-pipes; is admirably adapted for railway ties and for street paving. Other uses to which it may be advantageously put are for bridge and mining timbers, heavy frame and planking for scows and ships, piling for wharves, spars and all purposes for which strength, size, durability and resistance to compression are desirable. It may be described as the best general purpose wood known.

The Douglas Fir is, with the exception of the Red-wood of California the largest timber tree known. The average fir is between 175 and 200 feet in height with a diameter of from three to six feet. Sometimes these trees reach more than 300 feet in altitude and a diameter of fully 15 feet. As a rule it is absolutely straight and in dense forest has only a crown of foliage. A farmer living on the Cowlitz River in the State of Washington, cut down a fir, and by counting its rings, found that its age was more than 400 years. Directly below this tree but covered by six feet of gravel was a prostrate fir, extending out to the river bank. The rings of this tree indicated an age of more than 600 years. What is the age of the 300 foot giants can only be conjectured, but some of them must have been growing before William the Norman landed on the shores of England. It is manifest that the reproduction of these great trees is outside the commercial possibilities of re-forestation. but new growth may attain a size sufficient to make it valuable for timber in the space of fifty to seventy-five years. Therefore under a proper system of forestry the Douglas Fir forests of Vancouver Island may be made a perpetual source of supply.

RED CEDAR

Western Red Cedar (*Thuja plicata*) known also as Giant Cedar, Pacific Red Cedar, Cedar, Shingle Cedar and Arbor Vitae, is the greatest of all the cedars. It grows to a larger size than any other of the four varieties and its quality is higher. Its average dimensions in Vancouver Island forests are: Height 100 to 150 feet, three to eight feet in diameter. In exceptional cases it attains a height of more than 200 feet and a diameter of fifteen feet or even more. The wood is soft, straight-grained and very light. The narrow sap wood is soft, older wood is a brownish red, although occasionally it is a light yellow. It grows deeper in colour with age and assumes a silvery sheen. Its odor is very pleasant. It is perfectly

free from pitch. There seems to be no limit to its durability. It can be used for a great variety of purposes. Neither the weather nor contact with moist soil seems to harm it. It is useful in cabinet-making, as an interior finish for houses, but its great commercial value is as a material for shingles. For this use it has no near rival, being practically indestructible. It will not warp and if properly laid will last indefinitely without repairs. It takes colours well and makes a very attractive outside finish to the sides as well as the roofs of buildings.

The Red Cedar is held in the highest repute by the Indians of the Northwest Coast. From it they carved their totem poles, many of which, of unknown antiquity, yet stand on the ancient sites of their villages. From it they have made their great war-canoes from time immemorial. As it is easily split they used it in their crude carpentry for innumerable purposes. Out of its inner bark they twisted their ropes and made blankets. It figures in their mythology. In the Ice-legend of one of their tribes, it was by means of a rope of cedar bark, which his mother the blue-jay attached to the lower side of the sky, that 'Spbiow, son of the great Deity climbed to the castle of Snowqualm and restored to the Earth, the sun, moon and stars and trees, which the great giant had stolen, and so was able to put an end to the great winter, that was longer than three winters, three being the ancient tribal limit of calculation.

Red Cedar is not nearly as abundant as Douglas Fir, but as it grows fairly rapidly, it may, with careful forestry, become a permanent source of wealth.

THE SITKA SPRUCE

The Sitka Spruce (*Picea sitchensis*) called also the Giant Spruce the Silver Spruce, the Tideland Spruce and the Alaska Spruce is one of Vancouver Island's most valuable trees. The Spruce is really the characteristic tree of Canada. The beauty of the Maple, and its rich colouring as the leaves ripen after the frost, has won it recognition as emblematic of the Dominion, but it is confined to certain localities. Not so the Spruce, of which there are some seven varieties in Canada. The first glimpse of Canadian shores as one crosses the Atlantic is of spruce-crowned hills, the beginning of a belt of forest which extends across Nova Scotia, New Brunswick, Quebec, Northern Ontario, the northern parts of Manitoba, Saskatchewan, and Alberta and across nearly the whole length and breadth of British Columbia and the Yukon, to the Islands that fringe the Pacific Coast of Canada, with hardly a break, and everywhere the spruce is found. . Sometimes it is only a dwarfed and stunted tree like one that has fought a fierce battle for existence, at other times, as on Vancouver Island, it is a majestic tree towering upwards with a straight, tapering trunk for 200 feet and twelve or more feet in diameter.

The colour of the wood of the Sitka Spruce varies. Sometimes it is white with a light brown tinge; sometimes it is white untinged. It is soft and light, but at the same time tough and very strong, for its weight. Its grain is even and its fibres long, and therefore it is easily worked. It

is non-resinous, odorless, tasteless, flexible, and resonant. It does not warp or split. These qualities fit it for many purposes for which most woods are not adapted. It makes admirable sounding boards for musical instruments. It has no equal as a box material for the storage of food stuffs. For large doors it is exceptionally well-adapted, and there are many lines of lighter structural work for which it is very well fitted. But what gives this wood perhaps its chief value is the fact that it is the only wood which can be successfully employed in the manufacture of aeroplanes.

WESTERN HEMLOCK

Western Hemlock (*Tsuga heterophylla*) sometimes called Gray Fir, Alaska Spruce, Hemlock Fir, Hemlock Spruce, and Prince Albert Fir, is the largest of all the hemlocks and yields better lumber than any other variety. Western Hemlock trees as found on Vancouver Island when mature vary from 125 to 150 feet in height and from two to five feet in diameter. Occasionally they reach a height of 250 feet and a diameter of eight feet. The wood is light, fairly soft, strong, tough, tasteless, odorless, straight-grained and unlike other varieties of hemlock is not splintery. While not quite as strong as the Douglas Fir, the Western Hemlock is almost the equal of that wood for all building purposes. It is lighter in weight than the fir, but in the trade is frequently mixed with it and only an expert can distinguish between the two woods. It makes an excellent inside finish, and is adapted to almost any kind of carpentry. There was for years a strong prejudice against this wood, because of the low esteem in which the Eastern variety was held, but it is recognized now as one of the best of western forest products. It is an admirable pulp wood and large quantities of it are used for the manufacture of paper, in the pulp mills on the Island, and on the mainland.

The bark of the Western Hemlock is thinner than that of the Eastern variety, but it is rich in tannin. A great quantity of it goes to waste every year.

These being the principal commercial trees of Vancouver Island no other call for detailed reference. In the south-eastern part of the Island, that is, in Victoria and vicinity there are many oaks, but they are not adapted for commercial purposes. They grow to a great size and are exceedingly picturesque. Many of them are centuries old. The maples are graciously beautiful, their foliage being large and their shape wonderfully graceful. What is known locally as the madrona and sometimes as the arbutus is an evergreen with thick glossy leaves and a red bark, more or less of which it sheds every year. Alders grow large in damp ground but have not been put to any commercial use, although they are doubtless adapted for some purposes for which a light, soft wood is required. The Yellow Cedar grows on high elevations in some parts of the Island. It is a very hard wood and takes a remarkably high polish.

There is no room for doubt as to the greatness of the timber resources of Vancouver Island, and their almost limitless possibilities under a proper system of conservation. The timber industry is only at the opening of its development, for the fame of its woods is just beginning to be

made known. Nearly all of the exports heretofore have been in the first stage of manufacture, that is, the wood has been sold just as it came from the saw mills. In process of time there will be a change in this respect, and much of the exported timber will be sent in the form of finished articles and employment will thereby be provided for a large number of people. Already business is being done along this line. Nevertheless owing to the value of the forest products for structural purposes in a large way, it is highly probable that the bulk of the timber exports will continue to be in the form in which the timber comes from the mills. Among the lines of manufactured articles now marketed are boxes, doors and a few other articles. Chairs, tables, kitchen furniture, that can ship in "knock-down" shape offer a line of business that might be profitably followed.

Much of the timber land above-mentioned, including the great spruce area of the Malahat and some of the magnificent fir forests in the Alberni Canal districts, are along the line of the Canadian National Railway which is at present under construction.



A beauty spot on Vancouver Island



SPROAT RIVER FALLS

MINERALS FOUND ON VANCOUVER ISLAND

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THE difficulties in the way of ascertaining with any degree of accuracy the potential mineral wealth of Vancouver Island are great.

Geologically the condition of the Island is very favourable to the discovery of mineral deposits, for the rocks are largely free from the accumulation of glacial drift. On the other hand vegetation is so dense that the obstacles in the path of the prospector are often almost insurmountable, especially in those parts where it is reasonable to suppose from geological data that minerals are most likely to be found. The density of vegetation has rendered anything like a comprehensive geological survey of the Island impossible, except at an expense which the Dominion authorities have not yet felt warranted in incurring. There is happily good reason to expect that the Provincial Government will authorize trails to be made of which geological explorers as well as prospectors can avail themselves.

Notwithstanding these difficulties, a great deal is already known of the mineral wealth of the Island, sufficient to warrant the opinion, that it will prove in the future, as it has been in the past in respect to coal, the scene of great and prosperous industries.

In regard to the coal mines of Vancouver Island, the yearly output is in the neighbourhood of a million and three quarter tons. The deposits of coal are many, are widespread and of excellent quality. It is not only in the region round Nanaimo, Ladysmith and Cumberland that extensive deposits exist, but they are known to be present at other points near the northern end of the Island. It is found near Sooke, and at other places near the southern end. It is found near Alberni which is near the centre of the Island. The coal of Vancouver Island is a great and permanent source of prosperity.

The Vancouver Island Collieries at present in operation are as follows:-

The Nanaimo Colliery, in the City of Nanaimo. The Reserve Colliery, about five miles from Nanaimo, the Herewood Mine, and the New Wakeshia Mine, all situate in the vicinity of Nanaimo, and owned by the Western Fuel Company.

The Canadian Collieries operate two collieries, the Comox Colliery, situated at Cumberland, seventy miles north of Nanaimo, and Wellington Extension Colliery, at Extension, six miles south-east of Nanaimo.

The Pacific Coast Coal Mines, Ltd. operated the Morden Mine six miles south of Nanaimo, and the Suquash Colliery on the north-eastern coast of Vancouver Island.

The British Columbia Coal Mining Company.

The Nanoose Collieries Ltd., are situated at Nanoose Bay, and operate in the Old Wellington Seam.

The Granby Colliery No. 1, is a new colliery at Cassidy Siding.

In regard to iron, the general statement may be made that the deposits are numerous and apparently extensive. The ore is chiefly magnetite. There is one notable exception. On the northerly side of the west-arm of Quatsino Sound there is a large deposit of bog iron ore, which has been formed by seepage from the hills, where what is popularly called white iron abounds. The quality of this bog iron is high. Magnetic iron is found in the neighbourhood of Quatsino Sound, at Head Bay on Nootka Sound, on Kennedy Lake, at Sarita, Copper Island and Sechart on Barkley Sound, at Jordan River, at Sooke, near Chemainus, near Crown Mountain and elsewhere. An analysis officially made of the ores on Barkley Sound, will serve to indicate the general character of the Vancouver Island magnetites; iron from 64 to 69 per cent; silica from 1.5 to 7.3 per cent; alum ore from .14 to .52 per cent, sulphur from a trace to .008 per cent; phosphorus from .003 to .01 per cent; lime from .250 to .376 per cent, with traces of manganese from magnesia.

The past year has seen a very great demand for iron and steel on the Pacific Coast, this demand having been greatly increased by the need for steel in ship-building. It has therefore been strongly urged that the time is ripe for the establishment of an iron-smelting plant somewhere on the British Columbia Coast. There is every reason to suppose that further prospecting which will doubtless be undertaken at once, will disclose many other valuable deposits.

Concerning the copper deposits of the Island it can be truthfully said that they appear to be innumerable, and some of them are undoubtedly of high value. The mines most prominent as shippers in the past have been the Tyee and the Lenora. At present the Indian Chief Mine at Sidney Inlet is the only copper mine on the Island in operation. The Monitor Mine on Alberni Canal; the Blue Grouse on Cowichan Lake, and the East Sooke and Willow Grouse on Sooke Peninsula are paying properties,

The Sunlock on the Jordan River is only in a development stage as yet, as are many other mines all of which show good prospects, but which it is unnecessary to enumerate here.

As much as need be said is that copper ores are found in almost every part of the Island that has been prospected, and that there is reason to believe they exist in great quantities in the unexplored regions. There is no room for doubt that copper is an abundant mineral on the Island.

The discovery of deposits of manganese ore in the vicinity of Cowichan Lake has attracted a great deal of attention. This ore is present in the hills, and was discovered at three distinct points within a distance of about twenty-five miles. The deposits occur in a zone of jasperized cherty rock. Not much development work has been done as yet, but it is pro-

posed to continue the development and place the properties on a shipping basis.

Gold is also a widely distributed metal. It is found in the sands on the beach at the north end, and in the gravels which front the Strait of Juan de Fuca on the south. It occurs in the sands of Wreck Bay on the West Coast, and is found in combination with other minerals on many of the small rivers flowing into the Pacific Ocean. It has been washed in paying quantities from the sands of Leech River, not very far from Victoria, and free milling quartz containing it has been discovered in more than one locality. It would be injudicious to express any opinion as to the future prospects of gold mining on the Island. It is as yet an unknown quantity, but makes a good promise for the future. The same observation, although to a much more limited degree, applies to silver, platinum and mercury, which have been found, but concerning the value of which in connection with the development of the Island it would be folly to express any opinion whatever.

The marble mines of Nootka Sound show some of the most beautiful marble in the world. The deposits are extensive. More of apparently the same character is known to exist in the same neighbourhood, and we are told of excellent marble being found on the Kla-anch River and elsewhere. Lime stone is abundant, and some of the beds are admirably adapted for the manufacture of Portland cement. Properties at present being worked are two on Todd Inlet. Brick clay, fire clay and building stone of high grade are common. In short the mineral resources of Vancouver Island are not only very diversified, but are of such value that they will supply the basis of great industries, thereby in the course of time furnishing a market for the products of the thousands of farms, which will then be found all over this Treasure Island.

WATER POWER

In relation to its area, Vancouver Island is exceptionally well supplied with water power. A conservative estimate placing it at something over 500,000 h.p. Thus far developments have been confined to the smaller streams. The Jordan River plant is an illustration of the way in which, by judicious construction of storage reservoirs, a stream may be made to yield more power than would, at first sight, appear possible. Undoubtedly the largest and best water-power on the Island is that on the Campbell River, which is not less than 150,000 h.p.

It is interesting to contrast the power features of the Campbell River with the Nimpkish. The latter takes its course through the central part of the north end of the Island and empties into Broughton Strait. The Campbell River rises in the mountains of Strathcona National Park, fed by the lakes in that region, and empties into the Straits of Georgia about 30 miles above Courtenay, the present railway terminus. In some respects the rivers are similar, their total length is about the same and the areas of their respective watersheds, as deduced from the latest maps, are each a little more than 600 square miles. It is probable also that the average

precipitation over their watersheds is not very dissimilar, for although it may be less at the mouth of the Campbell River than at that of the Nimpkish, yet the head waters of the former, owing to the greater average elevation of the watershed, have a slightly greater precipitation than those of the Nimpkish. Between Buttles Lake and the sea the Campbell falls about 625 feet, but its fall is concentrated in the last few miles of its course, the difference of elevation between Lower Campbell lake and tidewater being about 540 feet, of which probably over 450 feet can be developed at one point. Moreover, this fall takes place below the three large lakes, each of which could be controlled to form storage reservoirs. Contrasted with these conditions, the fall of about 600 feet on the Nimpkish River, between Vernon and Nimpkish Lakes, occurs in over 200 small rapids, and two falls of 9 and 6 feet respectively, and it is probable that at no point could a head of more than 40 or 50 feet be profitably developed. Again there is very little storage possible on Nimpkish River, because both Woss and Vernon Lakes are small, with low-lying land at their outlets. Nimpkish Lake will provide some storage, but, as its elevation above sea-level is only about 30 feet, the power developed cannot be very large.

Next to the Campbell River the most extensive power possibilities on the Island are probably those on the watersheds of Somas and Sproat Lakes and their tributaries, with available sites of from 1,000 to 20,000 horse power. The Nanaimo River has a capacity of 20,000 horse-power. Another district with power possibilities is that in the vicinity of the head of Quatsino Sound, although here the watersheds drained are comparatively small. Water power developments will be benefited by the fact that little or no provision has to be made to cope with ice conditions.

Water powers at present utilized include those of Goldstream, 12 miles from Victoria, the Puntledge River in the Courtenay District, and the Jordan River. The plant at Jordan River has a capacity of 38,000 horse power, 25,000 developed, 12,000 still available. The plant at Puntledge River is utilized by the Canadian Collieries Ltd, and has a capacity of 19,000 horse power, 9,500 installed, and 5,000 still available. The Goldstream is an auxiliary of the Jordan River plant which supplies power to the city of Victoria.

All of the above waters mentioned are situate within a short distance of tidal water in harbours open the year round.

CENTRES OF POPULATION

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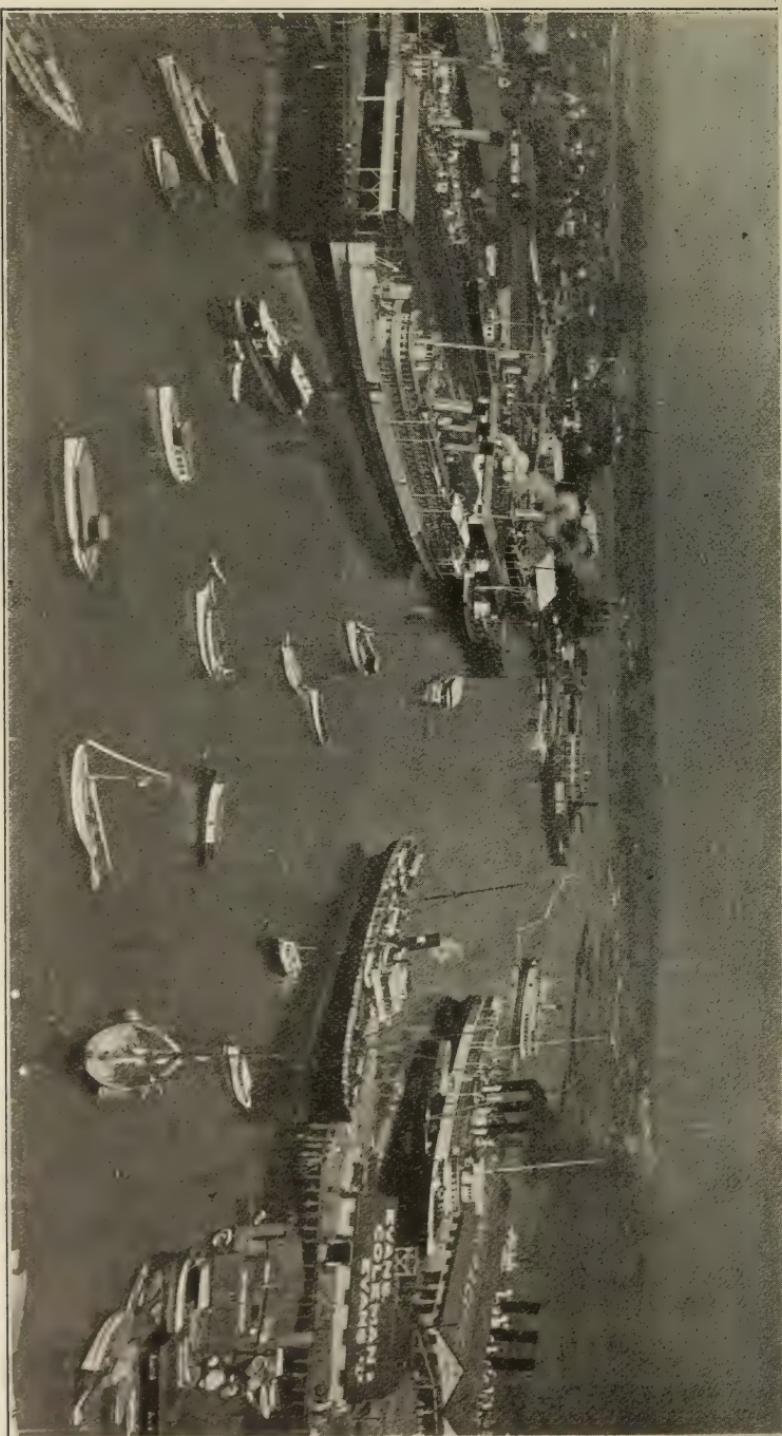
THE railway lines already operating on Vancouver Island are the Canadian National and the Canadian Pacific. It is in the districts served by these lines, and the Canadian Pacific Steamship, Union Steamship, and Grand Trunk Pacific Steamship lines that the towns and settlements of the Island are established. The Canadian National has a daily service throughout the Saanich Peninsula, and makes connection by means of the car-ferry "Canora" with the freight terminals on the mainland at Port Mann. The Canadian Pacific railway is completed as far as Courtenay, 150 miles north, on the east coast. The Alberni line of this railway extends to Great Central and Sproat Lakes, famous fishing and hunting resorts.

It will therefore be realized that the settled district lies chiefly on the south-east coast, extending from Sooke on the south to Courtenay on the north, a distance in a direct line of 120 miles. It has an average width of less than ten miles and in the 1,200 square miles there is more land unoccupied than occupied, though settlement succeeds settlement with very little interruption. Probably nearly 100,000 people are resident within it, for here are most of the cities on the Island. The largest and most important is:

VICTORIA The Capital of British Columbia

In speaking of Victoria, the municipalities of Oak Bay and Esquimalt are to be understood as included. Victoria is situated on the south-east end of what is known as the Saanich Peninsula, with Oak Bay lying immediately to the east of it. Esquimalt lies west of Victoria on what is known as the Esquimalt Peninsula. From Esquimalt Harbour to Oak Bay in a direct line is six miles. There are three harbours. On the east is Oak Bay which can be used for small vessels. In the centre is Victoria Harbour with accommodation at its ocean docks for the largest vessels afloat, and in its inner harbour for the largest coasting steamers. Esquimalt Harbour is on the west and is one of the finest ports in the world. The Dominion Government has built a magnificent Breakwater at Ogden Point near the entrance to Victoria's inner harbour. This Breakwater is 2,750 feet in length, and protects about ninety acres of water from the heavy south-westerly seas. Here are piers and freight sheds. Rails are laid to connect with the car-ferry slip, enabling the cars of all the mainland systems to be run from the manufactories of the east alongside the ships or into the sheds.

The topography of Victoria and adjacent areas has such an important bearing upon the climatic, residential and commercial possibilities of the



INNER HARBOUR, VICTORIA, B. C.

city and entitle it to such consideration in connection with the Imperial Frontier upon which it stands that no description of Vancouver Island would be complete if it did not enter into the principal details.

In the first place mention may be made of the fact that the twin harbours of Esquimalt and Victoria open upon an expanse of deep water unobstructed by rock, shoal or other impediment to navigation. From the open ocean to their docks, a distance of seventy miles, only one change in the course of a ship is necessary, and that is made in a fine open water area. There is never a day in all the three-hundred and sixty-five when a navigator, having once entered the Strait, need wait for favourable weather or atmospheric conditions before approaching either of these harbours.

A second important factor is made up of the Olympic range on the southern side of the Strait, and the Sooke Hills on the Island to the west of Victoria. The Olympics reach an altitude of upwards of 8,000 feet; the Sooke Hills do not in any place exceed 2,000. These two ranges have a governing influence upon the climate of Victoria, making it the most equable in temperature and most free from precipitation of any part of the Pacific coast north of Mexico.

Thirdly, Victoria is the first and last port of call for all ships travelling through the Straits of Juan de Fuca, and is situated at the point where the waters of the Straits divide to send their far-flung arms deep into the State of Washington on the south, and the Province of British Columbia on the north. An important fact which should be borne in mind in this connection is that from the Outer Docks at Victoria to Port Angeles on the opposite shore of the Strait is only seventeen nautical miles. It has been planned to establish a car-ferry service between these two ports which would mean the direct linking up of Victoria with the railway lines on the mainland of the State of Washington.

Victoria is in every way a modern city. In area, including Oak Bay and Esquimalt, it is thirteen and one-half square miles or 8,962 acres. Her population is 60,000. She has forty-seven miles of paved streets, 132 miles of concrete sidewalks, and sixty miles of boulevard, eight miles of cluster lighting, and an up-to-date water and sewerage system. Her street car service is excellent, and she has electric interurban or railway service with all settled districts on the Island.

There are five city parks, three golf links and a fourth golf course in preparation. There are many splendid bathing beaches within easy walking distance, and a salt water public swimming bath will soon be erected in connection with the civic amusement centre.

The tax rate of Victoria is 29 mills.

As a substantial proof of the climatic superiority of Victoria, we have here the Astrophysical Observatory which houses the largest telescope of its kind in the world. Victoria was chosen as the site for this observatory from among all the cities in the Dominion of Canada as possessing the most equitable climate, and having the least fog.

Victoria is the capital of British Columbia, and the Parliament Buildings here are particularly fine.

All of the cities, towns and villages on Vancouver Island are well supplied with schools and churches. The larger settled districts have electric light service, and telephone, while all districts have rural mail delivery and telegraph service. The roads throughout the Island are exceptionally fine. There is rail or boat service connecting all with Victoria and the mainland.

The towns and settlements follow in alphabetical order.

ALBERNI. The old town is situated one mile distant from Port Alberni, at the mouth of the Somass River. To all intents and purposes the two Albernis are one, and will no doubt be incorporated within the near future. The population of the old town is under 1,000.

ALBERT HEAD. A farming settlement twelve miles south-west from Victoria.



A Prize Flock

ALERT BAY. A fishing village and P.O. on Cormorant Island, Broughton Strait.

BAZAN BAY. Is on the B. C. Electric Railway, two miles south of Sidney. The Dominion Government Experimental Farm is situated here.

BEAVER CREEK. A P.O. and farming settlement in the Alberni District.

BRECHIN. A P.O. and settlement on the E. & N. Railway.

CADBORO BAY. A suburb of Victoria, here is situated the Uplands, a large and beautiful residential section.

CAMPBELL RIVER. A P.O. and settlement at the mouth of the Campbell River.

CAPE SCOTT. A P.O. fishing, logging and farming settlement on the north end of Vancouver Island.

CASSIDY. A town on the E. & N. Railway, in the Newcastle Provincial Electoral District.

CHEMAINUS. A P.O. and village on the E. & N. Railway, and Island Highway. Local resources: Lumbering, logging and farming. Pop. 500.

CLAYOQUOT. A P.O. and settlement on Stubbs Island, in Alberni District. Resources: Fishing, timber and minerals.

CLO-OSE. A P.O. and Indian village on the West Coast of Vancouver Island. Resources: Fishing and lumbering.

COBBLE HILL. A P.O. and station on the E. & N. Railway, in the Cowichan District.

COLQUITZ. A P.O. and farming settlement in the Saanich District.

COLWOOD. A P.O. and station on the E. & N. Railway. Resources: Agriculture. Pop. 350.

COMOX. A village and P.O. on Comox Harbour. Resources: Logging, lumbering, dairying. Pop. 200.



A Lake on an Island Farm

COURTENAY. A town on the E. & N. Railway, and the Island Highway, in Comox Provincial Electoral District, 150 miles north of Victoria. Distributing centre for logging, lumbering, coal mining, farming and dairying industries throughout the district. Pop. 600.

COWICHAN BAY. A P.O., settlement and fishing resort on Island Highway. Resources: Farming and fishing. Pop. 125.

COWICHAN LAKE. A P.O. and fishing resort on the Canadian National Railway and E. & N. Railway, and the Island Highway. Resources: Timber, fishing and hunting.

COWICHAN STATION. A P.O. and farming settlement on the E. & N. Railway.

CRAIG'S CROSSING. A P.O. and station on E. & N. Railway, Alberni District. Resources: Logging and lumber. Pop. 75.

CROFTON. A P.O. and village in Cowichan District. Resources: Farming, fishing, logging. Pop. 150.

CUMBERLAND. A town in the Comox Provincial Electoral District, and the centre of production for the Canadian Collieries, on the Island Highway. Rail connection with E. & N. Railway at Royston. Resources : Mining, farming and lumbering. Pop. 3,000.

DEPARTURE BAY. A P.O. and settlement on the east coast of Vancouver Island. In Alberni District. on Island Highway. The Dominion Biological Station is situated here.

DUNCAN. A town on the E. & N. Railway, centre of the Cowichan District. Business and distributing point for the adjacent farming, mining and lumbering interests. Population 1,200,

ESQUIMALT. Municipality in the suburbs of Victoria, embracing three post offices, Esquimalt, Thoborn and Beaumont. Here are situated the Naval Station and Barracks for the regular garrison, also H.M.C. Dock-yard. Resources: Ship-building and repairs. Tax rate 18 mills. Pop. 3,874.

EXTENSION. A P.O. and coal mining town in Newcastle Electoral District. Pop. 120.

FANNY BAY. A P.O. and station on the E. & N. Railway, in the Comox District. Resources: Farming and logging.

FRIENDLY COVE. Indian village near Nootka, West coast, of great historical interest. The scene of the earliest settlement on the Island.

GENOA BAY. A P.O. and village on Cowichan Bay. Resources : Lumbering and farming. Pop. 250.

GLENORA. A settlement in Cowichan District, on the line of the Canadian National Railway. Resources: Farming, lumbering, fruit-growing. Pop. 125.

GOLDSTREAM. A P.O. and farming settlement eight miles from Victoria, on the E. & N. Railway.

GORDON HEAD. A P.O. fruit-growing and farming settlement, six miles from Victoria in Saanich District. Pop. 300.

HAPPY VALLEY. A P.O. and farming district twelve miles from Victoria, on the line of the Canadian National Railway. Resources : Sheep ranching, poultry and hog raising, fruit-growing, dairying. Pop. 200.

HESQUIAT. A steamer landing on the West coast, with a population of about eighty Indians and a few whites, practically the only land left for pre-emption on the Island is found here.

HILLBANK. A P.O. and settlement on the E. & N. Railway in Cowichan District. Resources: Farming.

HOLBERG. A P.O. and settlement at the head of Quatsino Sound. Resources: Farming, mining and small fruits.

JORDAN RIVER. A P.O. and settlement at the mouth of the Jordan River, on the West coast of Vancouver Island. Resources: Mining and lumber.

KEATING. A P.O. and settlement in Saanich District, served by Canadian National Railway, and B.C. Electric. Resources: Farming and fruit growing.

KILDONAN. A P.O. and settlement on Uchucklesit Harbour, Alberni District.

KOKSILAH. A P.O. and settlement on the E. & N. Railway, in the Cowichan District. Resources: Farming.

KYUQUOT. A P.O. and Indian village on the West Coast, in Alberni District. Resources: Fishing, whaling and timber. Pop., Indians and whites, 100.

LADYSMITH. A town on the main line of the E. & N. Railway and the Island Highway, forty miles from Victoria. Resources: Mining, logging and farming. Pop. 3,000.

MARIGOLD. P.O. and station on B.C. Electric. Pop. 300. Resources: Farming and fruit growing.

MAPLE BAY. Farming settlement and summer resort in Cowichan District.

MERVILLE. A P.O. and settlement in the Comox District, under control of Land Settlement Board. Resources: Farming and timber, Pop. 400.

METCHOSIN. A P.O. and settlement ten miles from Victoria, on the Canadian National Railway. Resources: Farming, fruit-growing, Pop. 150.

MILLSTREAM. A P.O. and farming settlement, twelve miles from Victoria, on the E. & N. Railway.

MILNER'S LANDING. A P.O. and settlement in the Sooke District, near the line of Canadian National Railway, twenty-two miles south-west of Victoria. Resources: Timber, fishing, farming and lumbering, Pop. 100.

NANAIMO. Known as the "Coal City" on main line of E. & N. Railway and Island Highway. Has many industries and has ferry connection with the mainland. Paved streets, electric lighting, city water, and all modern improvements. The hub of the great coal district. Resources: Mining, lumbering and farming. Pop. 10,000.

NANOOSE BAY. A farming settlement in Alberni District, on the line of the E. & N. Railway.

NORTHFIELD. A P.O. and mining settlement two miles north of Nanaimo.

OAK BAY. A suburb of Victoria, and a separate municipality. A beautiful residential district with all modern improvements including pavements and boulevards. The golf links in Oak Bay is one of the finest in Canada. Pop. 5,750. Tax rate 31.25 mills. Low assessment.

PARKESVILLE. A P.O. and settlement on the E. & N. Railway, junction of lines to Alberni and Courtenay, and on Island Highway. Tourist centre. Resources: Mixed farming and lumbering, fishing and summer resort. Pop. 1,000.

PORT ALBERNI. A town at the head of Alberni Canal, and the western terminus of Canadian Pacific Railway, also on Island Highway. Its industries include sawmills, shingle mills, fish packing plants and shipyards. Resources: Mining, lumbering, fishing and farming. Pop., about 2,000.

PORT ALICE. A P.O. and pulp and paper mill town, fourteen miles from Quatsino, in Alberni District. Pop. 600.

PORT HARDY. A P.O. and village on Hardy Bay, in Comox District. Resources: Fishing, minerals and timber. Pop., about 100.

PORT RENFREW. A P.O. and steamer landing at Port San Juan, sixty miles north-west of Victoria. Resources: Lumbering and fishing.

QUALICUM. A farming settlement on the E. & N. Railway, three miles south of Qualicum Beach. Pop. 50.

QUALICUM BEACH. A P.O. station and summer resort, on the E. & N. Railway, in Alberni District. Resources: Farming and lumbering. Pop. 250.

QUATSINO. A P.O. and settlement on north side of Quatsino Sound, Alberni District. Resources: Timber, mining, fishing, farming, Pop. 500.

ROCKY POINT. A P.O. and farming settlement in Metchosin District, near the line of the Canadian National Railway.

ROYAL OAK. A P.O. and village in the Saanich District, five miles from Victoria. Resources: Mixed farming, poultry and fruit growing. Pop. 225.

ROYSTON. A P.O. and settlement on Comox Harbour, on the E. & N. Railway, and the Island Highway. Resources: Farming and logging. Pop. 100.

SAANICHTON. A station on the Canadian National Railway, and the B. C. Electric Ry., fifteen miles north of Victoria, in the Saanich District. Resources: Farming and fruit-growing.

SAHTLAM. A station and settlement on the E. & N. Railway, in the Cowichan District. Resources: Timber, lumbering and dairy farming.

SALTAIR. A station and settlement on E. & N. Railway, in the Newcastle District. Resources: Farming, summer resort, hunting, fishing. Pop. 57.

SAN JOSEF BAY. A P.O. and settlement on north-west end of Vancouver Island, in Alberni District. Pop., about 50. Resources: Timber and farming.

SAYWARD. A P.O. and settlement in Salmon River Valley, in Comox District. Pop., about 100. Resources: Logging, farming and stock raising. Game.

SHAWNIGAN. A P.O. on Shawnigan Lake, Cowichan District. Pop. 600. Resources: Farming, logging and lumbering, Summer resort.

SHUSARTIE. A P.O. and settlement in the Comox District, twenty miles north-west of Port Hardy. Pop., about 40. Resources: Fishing and timber.

SIDNEY. A town on north-east of Saanich Peninsula, served by Canadian National and B.C. Electric Railways. Has waterworks, electric light and other modern improvements. Pop. 1,200. Resources and industries: Fishing, shooting, boating, farming, saw-mills, canneries.

SIDNEY INLET. A P.O. and copper mine on the west coast of Vancouver Island, ninety miles from Port Alberni, in the Alberni District.

SOMENOS. A P.O. and settlement on the E. & N. Railway, in the Cowichan District. Pop. 500. Resources: Lumber, farming and mining.

SOOKE. A P.O. and settlement on the west side of Sooke Harbour, served by Canadian National Railway, Pop. 300. Resources: Farming, logging, fishing, mining.

SOUTH WELLINGTON. A P.O. and settlement on the E. & N. Railway, in the Newcastle District. Pop. 500. Resources: Farming and mining.

TOD INLET. A P.O. and settlement on the west side of Saanich Peninsula. Resources: Cement works, and farming.

TOFINO. A P.O. and settlement on Clayoquot Sound, Alberni District. Lifeboat station. Pop. 110. Resources: Farming and fishing.

TURGOOSE. A P.O. and settlement in the Saanichton District, on Canadian National Railway, and B. C. Electric. Pop. 700. Resources: Farming and fruit-growing.

UCHUCKLESIT. A P.O. and cannery on Uchucklesit Harbour, Alberni District. Pop., about 150. Resources: Fishing, timber and mines.

~~E/~~ UCLUELET. A P.O. and settlement, on the east side of Uclulet Arm, Alberni District. Congregating station for Canadian Fish Co. Pop. 200. Resources: Fishing, mining and farming.

UNION BAY. A P.O. and settlement on Baynes Sound in Comox District. Shipping port of Canadian Collieries.

WELLINGTON. A P.O. and farming settlement on E. & N. Railway, in the Newcastle District. Pop. 400.

WESTHOLME. A P.O. and station on E. & N. Railway, Cowichan District. Pop. 75. Resources: Farming and lumbering.

ISLANDS ADJACENT TO VANCOUVER ISLAND

The islands adjacent to Vancouver Island are so close to it as substantially to form a part of the main island. Many of them are very, large, well-watered, and splendidly suited to the carrying on of all kinds of agriculture. Hundreds of fine farms are to be found on these larger islands, good roads, churches and shops of all kinds.

Beginning at the southern end of Vancouver Island and following the East Coast we will enumerate the largest and most important.

JAMES ISLAND. Two and one-half miles long, two miles east of Sidney.

MORESBY ISLAND. Six miles from Sidney. Resources: Farming and timber.

MAYNE ISLAND. In Active Pass, midway between Victoria and Vancouver. Pop. 300. Resources: Mixed farming, fruit-growing and fishing.

PENDER ISLANDS—North and South, are east of Salt Spring. Resources: Dairy and mixed farming. Port Washington, Population about sixty, is on the west side of North Pender.

SATURNA ISLAND is south-east of Mayne Island. It is ten miles in length. Population about ninety. Resources: Farming.

SALT SPRING ISLAND. One of the larger islands where dairy farming is carried on successfully as well as fruit-growing and poultry-raising. One of the chief industries of the island is seed-growing. GANGES is the principal harbour on the east side, and the population in the settlement at that point is 400. BEAVER POINT is another settlement. FULFORD HARBOUR, SOUTH SALT SPRING, another, with a population of 100.

GALIANO ISLAND is opposite Ladysmith. Resources: Farming, fruit-growing and sheep-raising.

THETIS ISLAND, six miles east of Ladysmith. Resources: Farming and logging. KUPER ISLAND is the P.O. VALDEZ is just north of Galiano.

GABRIOLA ISLAND is just opposite Nanaimo. Pop. 100. Resources: Mixed farming.

LASQUET ISLAND is twenty-two miles north of Nanaimo. Sheep and goat-ranching, mixed farming, mining and fishing are carried on. This Island is separated from TEXADA ISLAND by the Sabine Channel. The resources of Texada are copper and iron mining, logging and farming. These two islands would not be included in a coastline of Vancouver Island.

DENMAN ISLAND and HORNBY ISLAND lie between Nanaimo and Comox, Their resources are: Farming, logging, sawmill, fishing and hunting.

Small islands dot the inland waterways until we come to the group of VALDEZ ISLANDS which almost block the channel; indeed one might say that this group is an isthmus which has been cracked in several places to a great depth. It is at this point that the Strait of Juan de Fuca runs into the mainland, and may be said to terminate at the head of Bute Inlet. HERIOT BAY is a P.O. and village on Quadra Island in this group. Pop. 100. Resources: Fishing, mining, lumbering and farming. GRANITE BAY and BOLD POINT are settlements on the same Island.

Another large group of islands lies farther north between Vancouver Island and the mouth of Knight Inlet on the mainland.

MALCOLM ISLAND and HANSON ISLAND are separated from Vancouver Island by Broughton Strait.

CORMORANT ISLAND is in Broughton Strait, and ALERT BAY the village and P.O. here is of great interest to tourists on account of its collection of Totem poles. Pop. 150 whites, and 200 Indians. Resources: Salmon fishing and timber. Headquarters for Provincial Government Forest Rangers.

NIGEL ISLAND and HOPE ISLAND are situated where the inland waters widen out into Queen Charlotte Sound at the extreme north-east of Vancouver Island.

Rounding Cape Scott and the out-lying islands, and coming south we pass the islands of Kyuquot Sound, including KYUQUOT, the whaling station with a population of about 100 whites and Indians, and of Esperanza Inlet, and come to the large island of NOOTKA. This district is famous for its marble quarries, and its fish canneries. The population at Nootka village is about 75.

A/ FLORES, VERGAS and MEARES ISLANDS, are at the entrance to Clayoquot Sound.

STUBBS ISLAND is south-east of Meares Island. CLAYOQUOT village is situated here, the supply station for fishing boats throughout the district.

There are many small islands at the mouth of Barkley Sound.



In Beacon Hill Park, Victoria, B.C.



RAILWAY AND INDUSTRIAL DEVELOPMENT

5

VANCOUVER Island has two lines of railway; the Canadian National and the Canadian Pacific. The Canadian National Railway has completed its line on the Saanich Peninsula, where cars run daily from Victoria to Patricia Bay, at which point it makes connection by the car-ferry "Canora" with the freight terminals on the mainland at Port Mann. The main lines of the Canadian National run from Victoria in a westerly direction by Parson's Bridge, Happy Valley, Metchosin and Pedder Bay to Sooke Harbour; thence northerly to the west shore of Shawsigan Lake, and over a summit, crossing the Koksilah river, to the valley of the Cowichan River. Steel is laid as far as Mile 74.5 which is the point of crossing of the Cowichan River. From here it takes its way by various lakes and streams and over low summits to the mouth of Franklin Creek on Alberni Canal. Along the line of this railway is much virgin country, rich in resources, where thousands of acres of fertile land may be had, and water powers to develop mines, mills and other industries.

The Canadian Pacific Railway extends from Victoria to Courtenay on the east coast of the Island, a distance of 150 miles; and to the Alberni Lakes on the west coast, which are 43 miles from Parkesville where the road branches, and 143 miles from Victoria.

Preliminary surveys have been made and extensions planned from Great Central Lake to Long Bay or Long Beach on the West Coast, one of the most remarkable stretches of beaches in America. Another extension planned by this road is to Hardy Bay on the north-east coast and to Quatsino on the north-west. At both of these points there are small towns, but the only means of transportation is by steamer. There is good agricultural land adjacent to the town-sites. And in the Canadian Pacific Railway land grant which extends from Otter Point on the west coast of the Island to Crown Mountain on the north with the east coast of Vancouver Island as a boundary, there is to be found rich farm and timber lands.

Vancouver Island is connected by steamship lines with all of the northern ports in British Columbia and Alaska; with the United States, Mexico and South America on the Pacific Coast; with seven transcontinental railway systems, with Australia, New Zealand and South Africa, Honolulu, China, Japan, Siberia and the Malay States. She is also the first port of call on the shortest route from the Orient to Europe. A Canadian Pacific direct service to British Indian ports has been established. By the fine car-ferry service in operation Vancouver Island has become

to all intents and purposes part of the mainland. The Canadian Pacific Railway maintains a car ferry service with four car barges and three tugs between the mainland and South Vancouver Island points every day in the year.

The "Canora," operated by the Canadian National Railway between points on Vancouver Island and Port Mann on the mainland, is the only car-ferry north of San Francisco operating under her own steam. The Grand Trunk Pacific Coast Steamships Co. now under management of the Canadian National Railways, runs a steamship service twice a week from Vancouver and Victoria to Prince Rupert and the Queen Charlotte Islands, calling at such ports as Ocean Falls, Swanson Bay, Stewart and Seattle. The steamships in this service are "Prince Albert," "Prince George," "Prince John," and "Prince Rupert."

INDUSTRIAL DEVELOPMENT

In view of the fact that the most valuable of our present resources is our timber, it therefore follows that the manufacture of lumber is one of the most important on the Island. The demand of the United States alone for all kinds of lumber is so great that fully one-half of the present output of our mills is going there. There are scores of lumber mills and logging camps both on the east and west coasts of the Island. Their combined production when they are working represents forty or fifty carloads per day, and they employ in normal times upwards of three thousand men. China and Japan are heavy buyers of our timber. Australia and New Zealand place large orders with us, as well as the Malay States and Straits Settlements. Ship-building is carried on, the nucleus of our own Canada Merchant Marine taking form in the shipyards of Vancouver Island.

COAL

Ships flying the flag of every nation have called here for coal during the past half century. The gross output of our mines being in the neighbourhood of 2,000,000 tons, part of which is shipped to the American cities on Puget Sound, to San Francisco and Honolulu. Nearly all of the ships engaged in trans-Pacific commerce call here for bunker coal.

FISHERIES

Next in order to lumber and coal may be mentioned Vancouver Island's fisheries. The waters adjacent to the Island abound in fish of all kinds, including salmon, halibut, cod, herring, oolican, bass, flounders and sole. The value of the fish products of the Island run well over a million a year. There are in normal times about 4,000 men engaged in the fishing trade, and the capital invested is approximately \$2,000,000, outside of the whaling fleet.

WHALING

The whaling industry has its head-quarters at Victoria and operates four stations, two on Vancouver Island and two on Queen Charlotte Island. It is the largest business of its kind on the Pacific Coast. The ship "Grey" calls at the stations for oil and by-products. The oil is sold in the United

States and Canada chiefly to soap manufacturers. The fertilizer and bone meal are purchased principally by the fruit-growers of California and the sugar planters of the Hawaiian Islands.

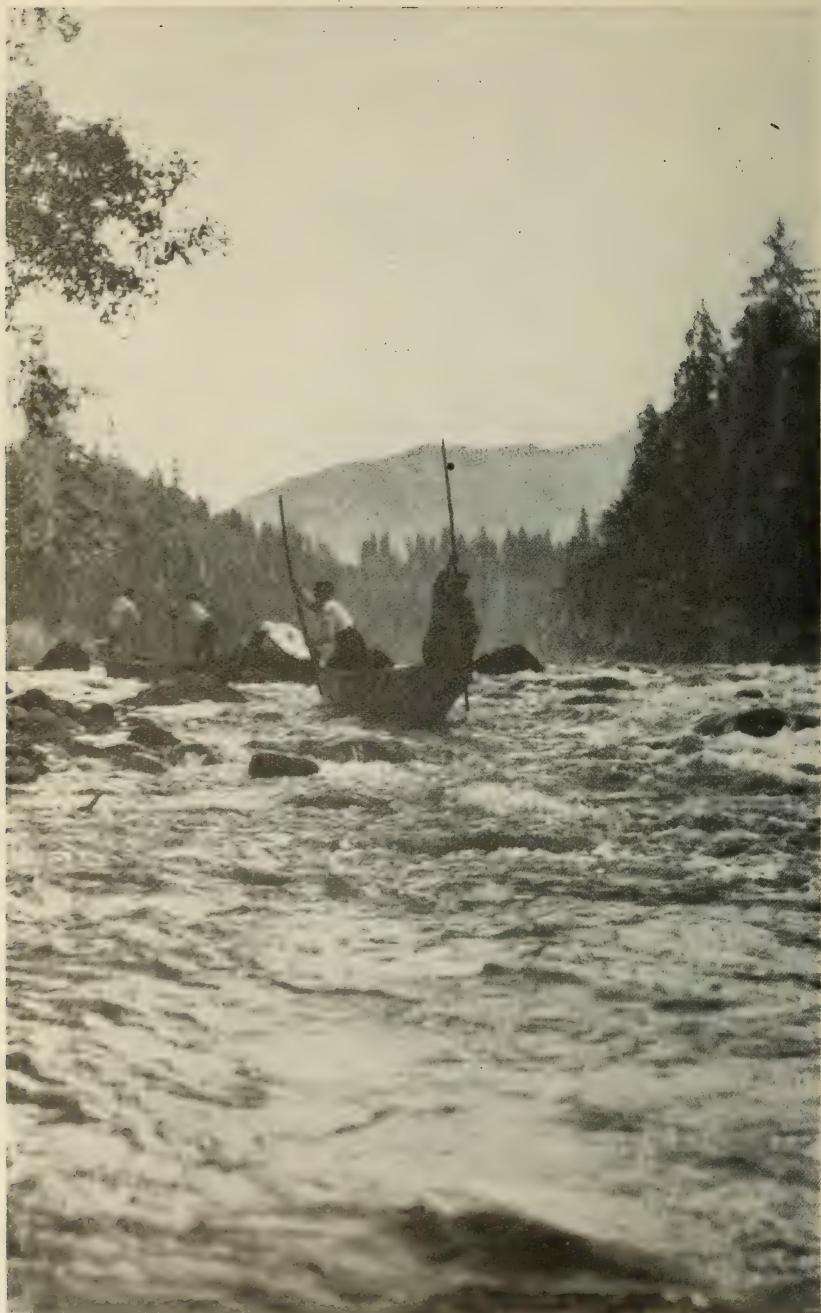
Other exports which are shipped from the port of Victoria for the Vancouver Island and for which there is a large and increasing demand, include cement, iron ore, copper ore, pulp and paper, frozen fish, smoked fish, beaver board and other wall-coverings, grain and products, rubber manufactures, roofing, soap and paint, apples and small fruits, jam, preserves and pickles.

Industries which are in prospect include :

Smelting, manufacturing of iron and steel, the establishment of car shops, steel and wooden ship-building, woollen mills, fruit canneries, fruit-drying factory, wooden ware manufactory, box factory, sash and door factory, a tannery, sardine canneries, pearl button manufactory, brush and broom, match and can factories, wood pulp and paper mills. The above form a partial list of opportunities which await the investor on this Island.



A Source of the Island's Wealth



THE RAPIDS ON COWICHAN RIVER

SCENIC AND OTHER FEATURES

5

IT must be apparent to all those who have read the foregoing, that this Island and the islands adjacent to it offer a variety of scenic attractions within the compass of their fifteen thousand square miles of territory which could not perhaps be found in a similar area anywhere else in the world. A description covering this part of the subject would fill many pages, therefore only the outstanding features can be touched upon within the space of a short chapter.

So much has been written elsewhere concerning the attractiveness of Victoria and its surroundings, of the wonderful beauty of the archipelago which lies along the eastern shores of the Island, of the unique and beautiful charms of each particular district, that any detailed reference to them here would not be necessary. The whole Island contains so much that is charming to the eye and presents such a variety of attractions to sportsmen and tourists, that it is certain to enjoy more and more prosperity from this source alone as time goes on. Travellers who are familiar with all of the beauty places of the world have declared that nowhere is to be found anything to surpass the scenic grandeur and loveliness of Vancouver Island. Victoria itself is the gateway to the road which leads 175 miles north, and from the dividing line at Parkesville, forty-three miles west. Magnificent as this Island Highway is, taking one as it does, over the famous Malahat Divide, through numerous picturesque hamlets and towns, by river and waterfall, lake and mountain and forest, until it terminates at Campbell River, there yet remain thousands of miles of the most wonderful country yet to be opened. But even today, with not half the Island developed, there are many charming resorts by the side of the sea, along the beautiful lakes, and on rivers which flow through green valleys, flanked by mountains well worth climbing. The principal lakes are Cowichan, Great Central, Buttles, Nimpkish, Nit-a-nat, Sproat, Kennedy, Nahmint, Sooke, Shawnigan, Nanaimo, Cameron, Comox, Upper Campbell, Mohun, Muchalat, Vernon, Woss, Bonanza, Alice, Kathleen, Victoria, Della, besides others too numerous to mention, some of which have not yet found a place on the map. Very many of these bodies of water are of considerable magnitude, Cowichan, which is the largest, probably has an area of seventy-five square miles. In many instances they are surrounded by mountains, with here and there level spots along their shores where homes could be established among beautiful surroundings. As a rule they do not freeze over. In practically all of them there is good fishing.

The rivers on the Island are very many, but only in one or two instances are they to be taken into account in connection with the transportation of anything except saw logs. To the fisherman they present

many attractions. The Cowichan is a famous fishing stream, and is better known in this regard than any other river in the province. From Cowichan Bay into which it empties, to Cowichan Lake from whence it rises, is twenty-eight miles. Campbell River which vies with Cowichan as a great fishing water and which is well-known as the home of the Tyee (king) salmon is one of the most beautiful streams scenically to be found on the Island. It takes its course from the heart of the mountains and traverses miles of diversified country, here dashing through a narrow gorge, and there widening out into a placid lake, now winding musically through pleasant woodlands. anon to rush madly between great walls of rock, and fall with a thundering roar into what seems a bottomless canyon, sending up, as it takes its downward way, clouds of mist which assume the tints of the rainbow. Other rivers are the Jordan, Sooke, Chemainus, Nanaimo, Qualicum, Englishman's River, Courtenay, Oyster, Ash, Somass, Stamp, Salmon, Gold River, Nimpkish, and many others. Practically all of these rivers, some of which ought not to be dignified with any other name than streams, can be fished with good results, as can the lakes above mentioned.



A Fallen Monarch

Game is very plentiful throughout the whole Island, though it is found necessary to enact protective laws for the preservation of certain species. The only animals for which there is no close season are those of the cat tribe, for the skins of which the Government offers a bounty. Game includes bear, elk, deer, panther, wild-cat, mink, fox, and various other beasts; while of birds there is infinite variety, featuring grouse, pheasant and quail and many wild fowl.

No description of the scenic beauties of Vancouver Island would be complete without reference to the timber forests along the Island Highway. In these days of the wholesale cutting of forests, it is becoming more and more of a rarity to find magnificent stands of untouched fir and cedar bordering the road-sides; but the Island Highway traverses many miles of the finest timber reserves in America. Among the best of these stands is that one bordering Cameron Lake, which is composed entirely of Douglas Fir. To travel along this beautiful sheet of water, with the primeval forest covering the hills across the lake, and standing in majestic splendour all about one, while the sunshine, all but shut away by the close green

canopy overhead, filters through in golden threads of light, and a profound silence reigns, broken only at rare intervals by the call of a loon or some other wild bird, is an experience never-to-be-forgotten. The floor of the forest is as soft as velvet, and the woods are fragrant with the smell of balsam, and unfolding bracken or sweet-in-death. Now and then, as one reaches the top of a rise in the road, Mount Arrowsmith, with its crown of perpetual snow, and the lesser hills surrounding it, are brought into full view. There are impressive forests of fir and cedar, among which the arbutus trees grow, their red bark showing like a lifting flame; there the maples also find a place, growing tall and full in a beautiful symmetry characteristic of the national tree; the slim poplars flutter their silver-green leaves, and the dog-wood flaunts its pale, bold blooms. One comes upon these woods on the way to Shawnigan Lake, Cowichan Lake; on the road from Parkesville to Comox, and from Courtenay north to the famous Elk Falls on Campbell River. It is the endeavour of those interested in



Trout caught at Cowichan Lake

Natural History to try and preserve these woods, or some of them, for all time, for it is realized that they are the most splendid of scenic assets, and that once gone they can never be replaced.

Part of the scheme of those interested in an all-Canadian Highway, is the extension of the Island road as far as Cape Scott and the connecting up of the West Coast. If one looks at the map, one can see a little north of Barkley Sound, what is marked as Long Bay, or Long Beach. Between it and Amphitrite Point, which is at the northern side of the entrance to Barkley Sound, is Wreck Bay, practically a prolongation of it, but somewhat shorter. The two bays together form one of the most remarkable sea beaches in the world, and are without rival on the whole Pacific Coast. The sand has been hammered by the ocean waves, through countless centuries, until it is almost like a pavement. Here is certain to be one of the greatest summer resorts. The beach can be reached from Alberni by way of Sproat and Kennedy Lakes, through a country of an exceedingly beautiful character.

If one desires scenery of the most rugged description, it can be found in Strathcona National Park. Here are ice-blue lakes, peaks which adventurous climbers may scale, great glaciers to be explored, and abundance

of game and fish, mountain flora beautiful beyond description; in fact everything to delight the eye, and refresh the jaded nerves of the dwellers in cities.

CONCLUSION

In drawing this necessarily curtailed account of Vancouver Island to a conclusion, it would perhaps be fitting to quote a few extracts from some of the early writers on this part of British Columbia, and interesting to note how their words are being fulfilled. The first is from an essay by John D. Owne, F.R.G.S., and was written previous to 1862;

"Independently of the adjacent territory, the favourable position occupied by Vancouver Island with reference to the China and Japan trade, and the Islands of the Pacific, renders it peculiarly situated to be the emporium of a great commerce, and from the fact of its possessing most excellent harbours, there is no reason why it may not, at some future period, command the principal portion of the trade between the Archipelago of the Pacific and the Continent of America."



A Happy Hunting Ground

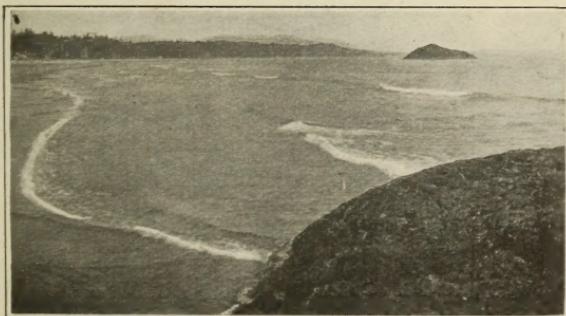
In an address read about the same time, Colonel Colquhoun Grant made practically the same observations, and in 1862 Alexander Rattray, M.D., R.N., stated in a published essay :

"Vancouver Island will unquestionably become a great commercial Island, unrivalled in the Pacific. It may emulate England in commerce and manufactures."

Dr. Charles Forbes, R.N., wrote in 1862 :

"Vancouver Island, in her commercial relations, has a noble mission before her. As an outpost of the Mother Country, this favoured island offers to the enterprising emigrant, to the true colonist who will make it his home, an ample field for his energies. The centre and focus of trade for the West Coast, the natural outlet for the stores of wealth produced and accumulated by the industry of man in the Canadas, Vancouver Island will, in the coming time, radiate the light of civilization across the whole northern Pacific, and illuminate the dark and barbarous coasts of China and Japan."

In the half century and over since Dr. Forbes wrote those stirring words, conditions have greatly changed. Japan and China are no longer barbarous in the sense in which he employed the terms; the trade of the west coast of America has vastly expanded both northward and southward; Canada has been extended from ocean to ocean; the railways which he foresaw have been built as well as many others. We know infinitely more of the richness of Vancouver Island than we knew then; but the development of the mainland of British Columbia has withdrawn public attention to a certain extent from the Island, and in the natural sequence of events new and influential centres of population have been established on the mainland. Nevertheless what he and others anticipated of the Island then, is within the grasp of its people today, only in a larger sense than the most vivid imagination fifty years ago could have conceived.



A Beach Scene on Vancouver Island

J. PARKER BUCKLE
The "Reliable" Press
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